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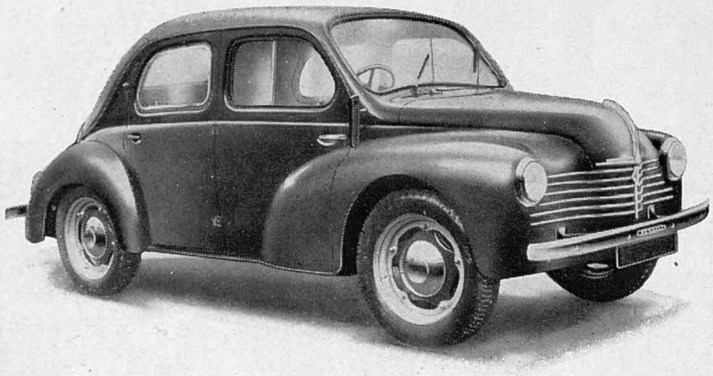

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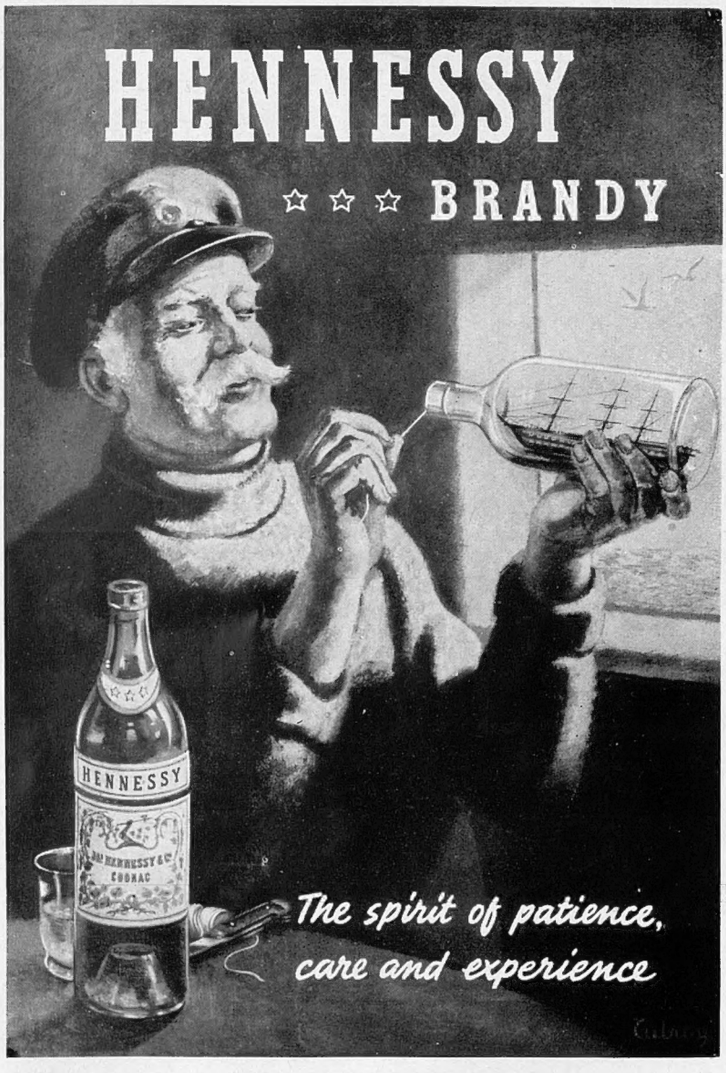

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Volume CXCVI No. 2552 The SPHERE, London, January 1, 1949

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

NORWAY'S CHRISTMAS GIFT TO LONDON—THE 64-FT. CHRISTMAS-TREE GAILY ILLUMINATED BESIDE THE FOUNTAINS OF TRAFALGAR SQUARE AFTER IT HAD BEEN HANDED OVER BY THE MAYOR OF OSLO : The hundreds of coloured lamps were switched on by two British boys who had travelled to Scandinavia to help in choosing the tree from its native forest

In the week before Christmas, tens of thousands of Londoners flocked to Trafalgar Square to admire the Norwegian Christmas-tree erected beside the coloured fountains, and the whole square wore a truly festive air. The tree was brought to London by a cargo steamer in the teeth of a North Sea gale, but it was erected according to schedule and the Mayor of Oslo flew over to England just before Christmas in order to officiate at the presentation ceremony. The Mayor, in making the presentation, recalled how in the bitter years of war thousands of Norwegians found a refuge in Britain, and they would always remember the kindness accorded them, not least at Christmas-time. At the presentation ceremony the band of the Coldstream Guards played carols and other music, and the new fountains in the square went into action. It was arranged that the tree should be illuminated until Twelfth Night. (See also page 15)

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

A Happy New Year . . .

to all readers, as customary; 1949 opens before us, though mercifully an iron curtain hides most of it from our eyes. It may conceal a world war, a General Election and another five years of Socialist experiments. It may hide bankruptcy or better days. The New Year may ring in " a thousand years of peace " or toll the death-knell of our civilisation, such as it is. Behind the curtain,

" there may be Heaven, there must be hell,
Meanwhile there is our life here Well ? "

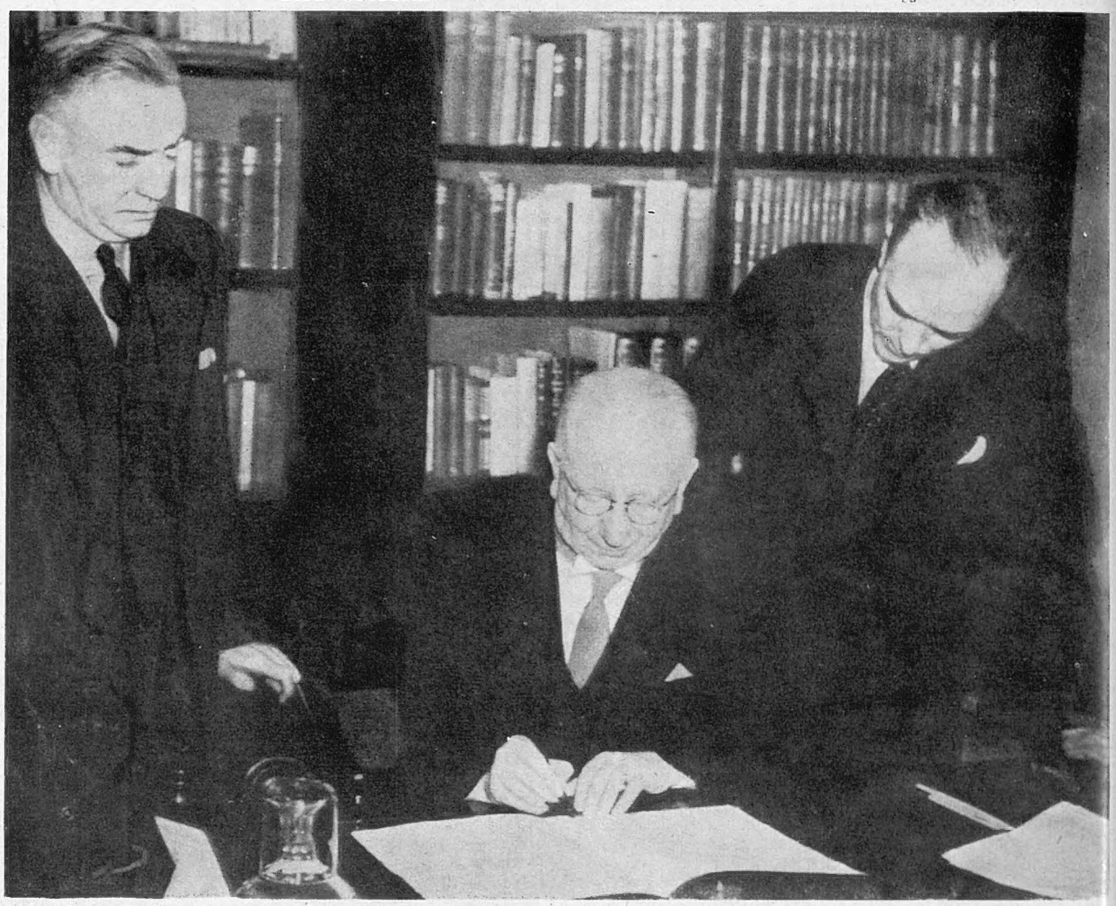
Who among us has the courage or the faith to ask, if he were offered the chance, that the curtain might be drawn back and the year's events made clear to him ? Let that hero stand forth and submit to examination . . by alienists. Nevertheless, there is only one proof known to me of a really successful life—to have been happy and to have passed on a share of that happiness to as many others as possible. *Res angusta domi* may stimulate, and certainly does not bar, the fulfilment of that ideal. It is supposed to come from within; it relies very little on external conditions And that presumably is our justification, after half-a-century of disillusion and disappointment, in wishing our neighbours a Happy New Year.

A Good Time Coming—in 1952.

— Only a churl looks a gift-horse in the mouth. Hope is the most welcome gift in the darkest days. The Chancellor offers it. Let us not dismiss his words as " cripptic." If all goes according to plan (he tells us), in four years time we shall stand on our own feet. We shall have converted an annual deficit of £600,000,000 into a surplus of £100,000,000. Or, if we include the wiping out of the dollar deficit also, into a surplus of some sort, over all. (Last year the dollar deficit was £670,000,000.) How is all this to be done ? By increasing our exports to dollar countries by another 55 per cent., and, of course, the sooner, the quicker and better; by still further reducing dollar imports; by earning dollar surpluses from development of Colonial resources. These bricks must be made with less straw and no greater man-power. For the rest, we must raise home-grown food supplies to 50 per cent. above pre-war level, and step up coal output by another 50,000,000 tons, with exports of 40,000,000. To make ends meet, a great deal is asked of " invisible earnings." Up to now these anonymous " profits " have been all on the debit side; they have only just lately got on the right side. In the next four years they must reach £250,000,000 on the right side. Austerity, it is implicit, is our lot for four years more at least, and, unless we have a cornucopia of good luck, a new spirit in industry and a great deal more machinery and human skill, for much, much longer. The essence of the thing is to increase our exports. The biggest note of interrogation qualifies the absorptive power of the world's markets. We may, with enormous luck and pluck, produce the goods. But shall we find buyers still in 1953 and 1954 ?

Shuffling the Pack.—

How often in the past century has a Premier been dismissed for the Christmas recess saddled by the political correspondents with the task of reshuffling his pack. Sometimes he does so, more often nothing comes of it. This Christmas the heads tipped to fall include Mr. Strachey's. It is said that the women of England would welcome the sight of Strachey's head on a charger. It is said that they are realising to-day that their supremely important job is *in the home* and not in public life. The family problem is too



EIRE BECOMES A REPUBLIC—WATCHED BY THE PREMIER, MR. COSTELLO (LEFT), AND THE MINISTER FOR EXTERNAL AFFAIRS, MR. SEAN MACBRIDE (RIGHT), PRESIDENT O'KELLY SIGNS THE REPUBLIC OF IRELAND BILL : The Act will not come into operation until a date to be fixed by the Eire Government a few months hence. Its main provision is the repeal of the External Relations Act, by which King George VI accredits Irish diplomats abroad, the last slender constitutional tie still existing between Ireland and the United Kingdom

grave and too urgent for any among them to dissipate energy on feminist aims. Value for money, homes, decent food and Government economy are the big four in woman's charter. To win these items more heads than Mr. Strachey's must fall from Mr. Attlee's block. Some talk of Alexander. I should think Mr. Bevan's head is safe enough, and the gossips consider that Mr. Shinwell's is more likely to rise than to fall. The Chancellor's is impregnable. One *exiguus mus* will certainly emerge from Mr. Attlee's shuffle. A successor for Mr. Belcher must be found. For myself, I fancy we shall have Mr. Strachey (somewhere or other) till the cows come home in or before 1950. I am sure he has worked hard, but he was never a favourite of mine. Nor (as I have indicated *passim* in the past year) are Messrs. Bevan and Shinwell. I confess I should welcome a very thorough reshuffle of the whole pack. A new pack would be O.K. by me. This one has got a bit greasy with use.

Treasure Trove — Try Deeper.

—The T-squares on my tennis-lawn, I find, bury themselves as much as 2 ins. in six months—and then it 's the devil to find them again Small wonder then if deeper ploughing is unearthing all over England an unexpected new wealth of treasure trove, the hoards or leavings of our Iron Age forbears. The Snettisham find which came before the Dereham coroner is a case in point, and the procedure of the " Crowner's Guest " seems as old as the Iron Age. The chief find was a great rarity, five necklets of gold with cores of iron, identified as " foreign workmanship of a high class made about the year A.D. 1." (How the devil *do* they know ?) There were also found about fifty coins of 75 B.C. (or so), the earliest coinage issued in Britain. The coroner would only accept the gold for the Crown, and so directed the jury. The finder, a ploughman, did not appreciate the value of his find at the time, and the hoard was in danger of being lost, and is still in danger of being divided. I think the coroner's ancient procedure might well be revised to satisfy the archæologists, if, indeed, we have only begun to *scratch the surface* of our hidden treasure. It 's nice to know that romance is not yet dead and our gold reserves far from exhausted Here are some " invisible earnings."

The Litigant.

—An appeal committee of six magistrates, sitting with the Chairman of Quarter Sessions, was summoned to hear a single appeal in our county town. Some of the magistrates came long distances, and not less than 150 miles worth of petrol was involved. There was counsel, instructed by a solicitor, a number of duplicates of photographs of the site involved in the appeal, which was against a fine of 10s. imposed for a very trivial traffic offence. Two minutes after the opening, it was clear that the appellant had not a leg to stand on, but he was one of those litigant-fanatics who end up in bankruptcy and the House of Lords, and gladly, for their brief hours of importance, will throw their savings and furniture and families after a fine of 5s. or so. There are scores of them outside the lunatic asylums, and they are a very English institution. The pomp and circumstance of the Appeal Tribunal, the fairness of the chairman, the rope given to the appellant, all proclaimed the glory and impartiality of British justice. All save one thing. The article of the Act of Parliament governing the original offence laid it down and made it clear that a traffic sign of any kind is deemed to be readable, even if it is unreadable. It is no excuse to say that the halt sign at the village cross-roads was completely shrouded in Virginia creeper (as indeed they sometimes are). The defendant's evidence on the readability of the sign has got to be stronger and more authoritative than the united evidence which the police and other authorities concerned can bring to bear to show that the sign was in all respects " lawfully so placed " as to create an opportunity for the misdemeanour, if its warning is neglected. And that weight of evidence of unreadability is often difficult enough for a defendant to assemble against the weight and powers of authority. Conviction is not therefore usually a question of *mens rea*. A citizen must be presumed to " know the law."

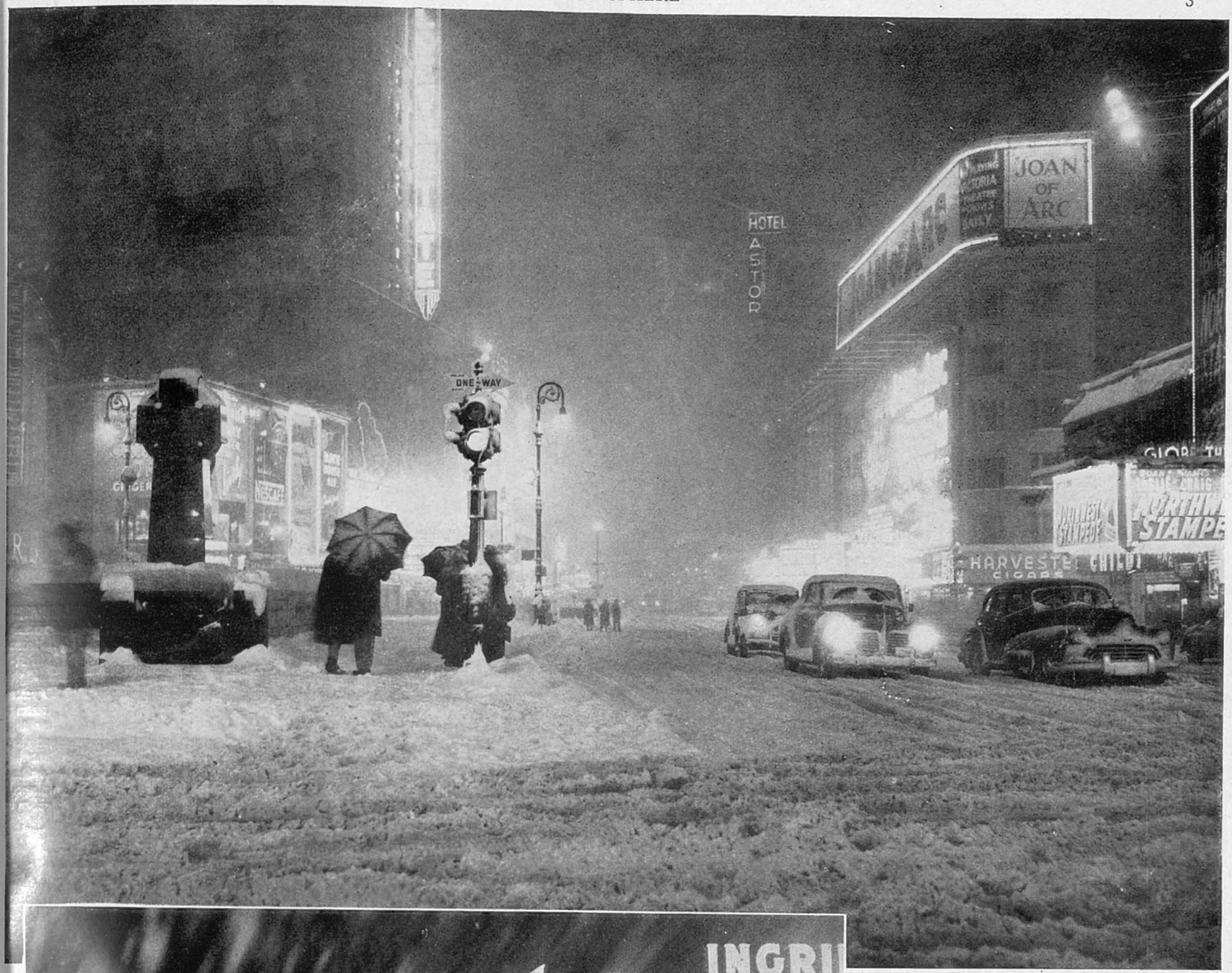
The Infant Prince.

—The Royal baby is christened, sponsored, named. It is my loyal and fervid hope that his daily life will not become for a year or two a regular news-story. All such publicity, I know, is kindly meant, and, indeed, has in the past few years been generously met by the Palace Press agents. Perhaps too generously. The youth of King George V and of his children was passed in much greater privacy, was never under the limelight. For myself, in principle (for I have never read one) I consider books and articles about the lives (the " careers ") of Royal babies and children are unnecessary, undesirable, and, indeed, unreadable. The Royal Family have a pretty hard life. I think they deserve that their nursery and schoolroom days should be as free as those of ordinary children from Press intrusion and limelight.

Food Parcels from Overseas.

— During the late war I began to receive from readers overseas food parcels containing delicacies unknown here. And still at Christmas, and, indeed, at other seasons, these parcels come and still the delicacies are rare and infinitely welcome. The food parcels arrive often battered but never pilfered. Rather often the sender's name and address are partially obliterated. On that account I sometimes wonder if my personal letter of thanks reaches its destination. So it is that I add this printed record of my deep gratitude to all those readers in Canada, Australia, New Zealand and Africa who this Christmas have varied our austerity diet with such welcome sweets and luxuries. To catalogue the receipts would require the skill of a stocktaker employed by Messrs. —— of Piccadilly in the palmy days. The items smell good and taste sweet. So does the generosity of the great Dominions and other units of the British Commonwealth.

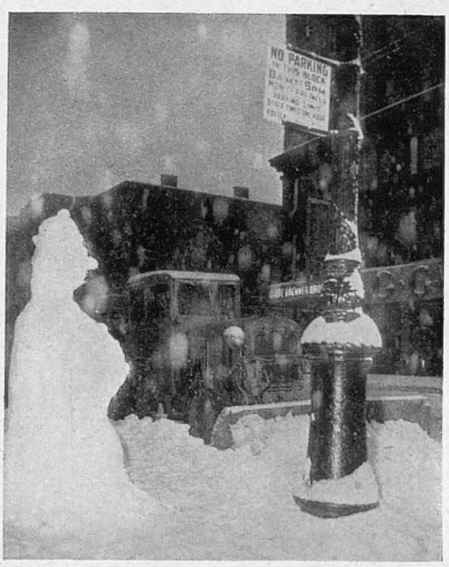
THE OLD STAGER



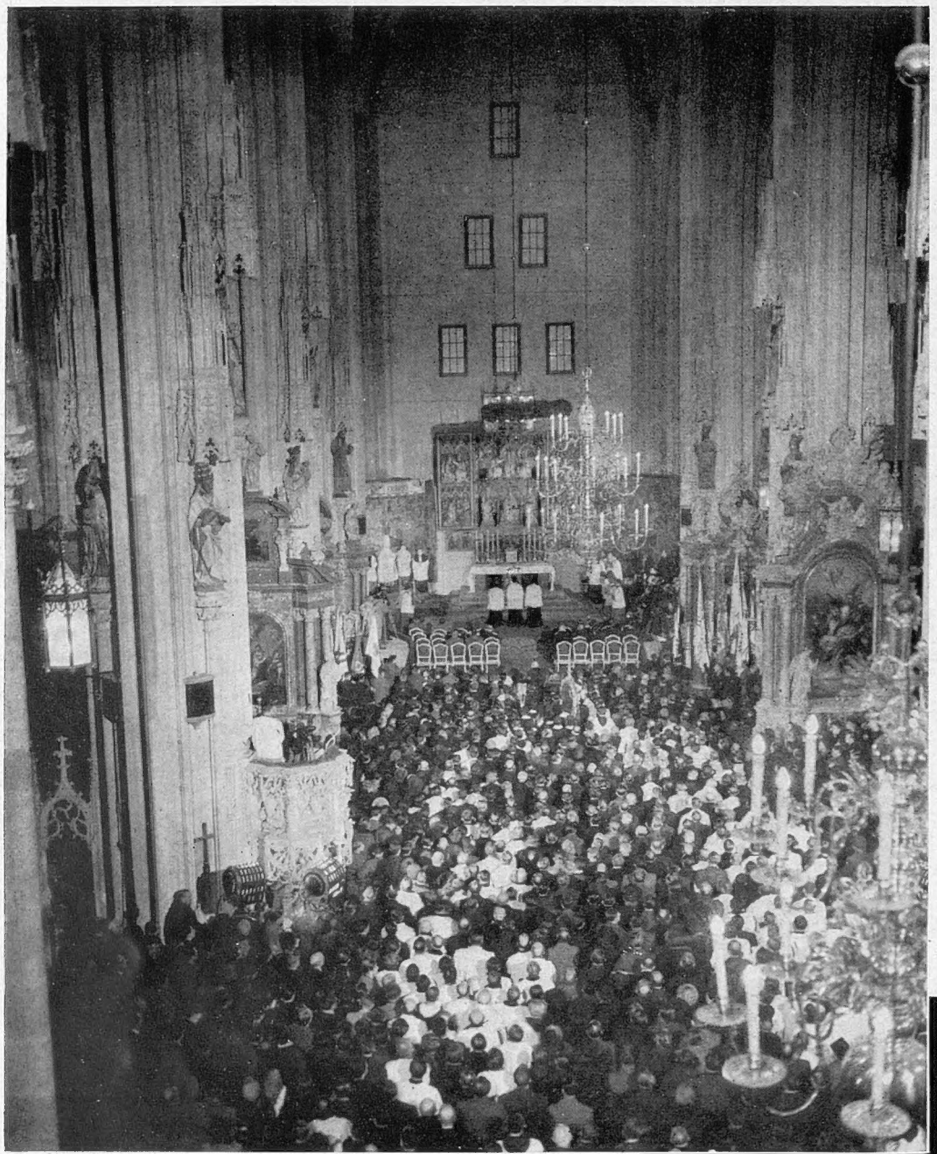
THE SNOW TURNS TO SLUSH IN TIMES SQUARE: Traffic and pedestrians making slow headway during the great snowstorm, the third greatest in New York's history. This view of the Square looks south from 47th Street

THE GREAT AMERICAN BLIZZARD

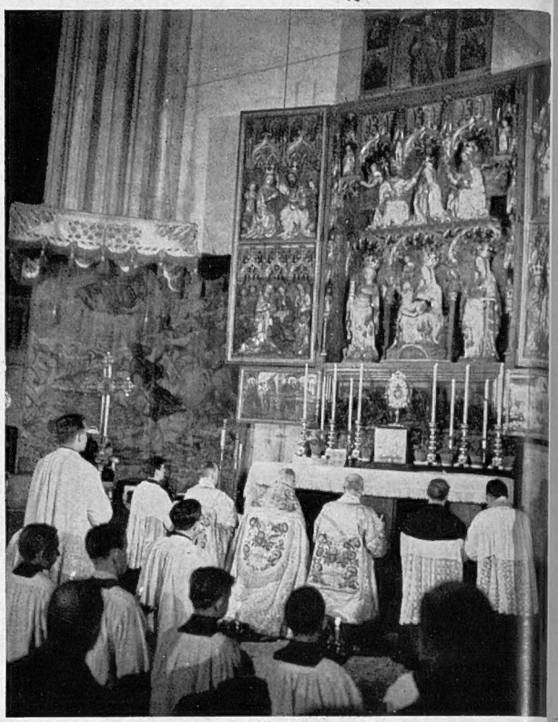
Christmas in New York Under a Heavy Pall of Snow



SIDEWALK SNOWMAN: A Christmastide scene on West 14th Street. *On left*—Times Square at the height of the blizzard, with the illuminated figure of Joan of Arc dominating the view. Over 20 ins. of snow fell



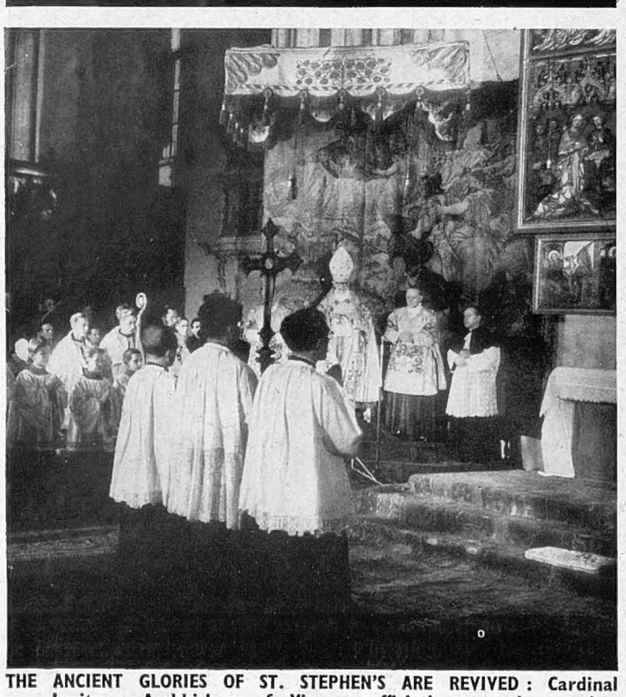
A MESSAGE IS READ FROM POPE PIUS ; The great congregation hears the congratulations of the Pope on the reopening of the Cathedral. Cardinal Innitzer, who read the message, is standing on the left of the Altar. Behind the reredos a temporary partition evidences the unfinished work of restoration



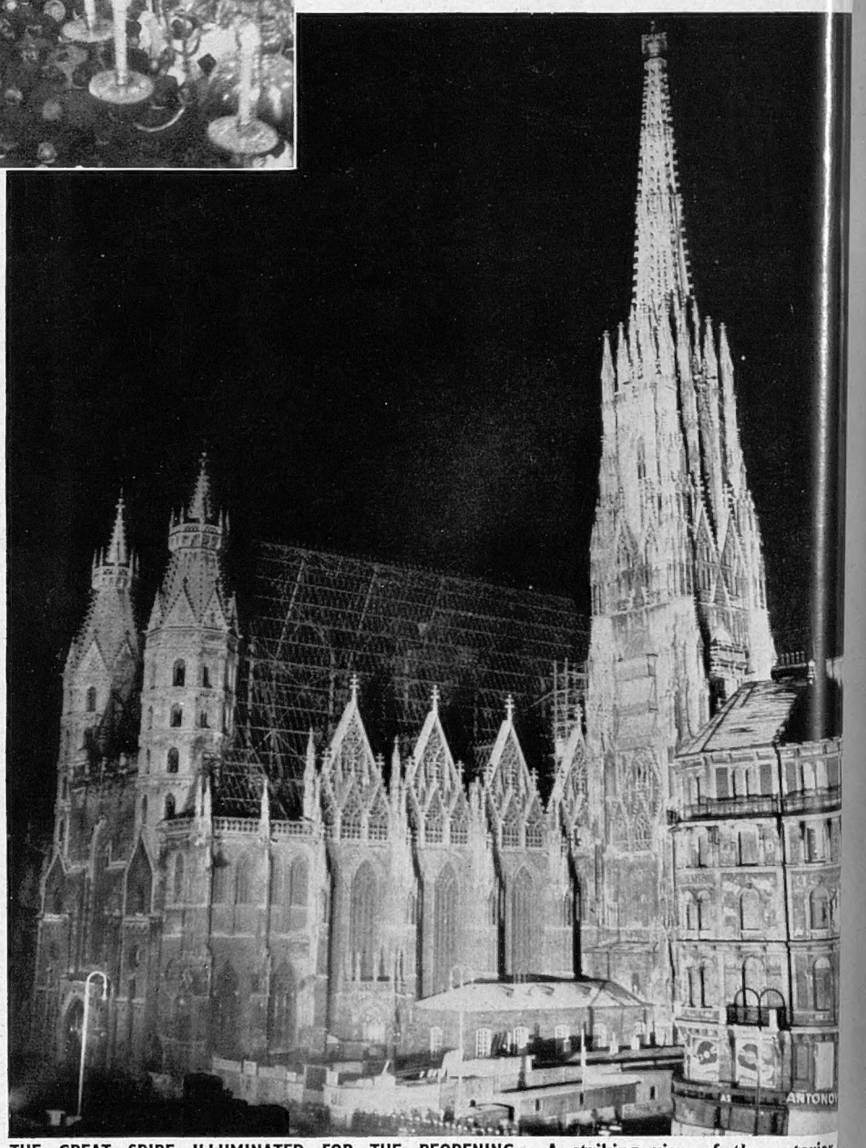
CARDINAL INNITZER, ARCHBISHOP OF VIENNA, CELEBRATES HIGH MASS IN THE REOPENED AND PARTLY RESTORED CATHEDRAL OF ST. STEPHEN'S : The Cardinal (3rd from left kneeling) before the High Altar during the Christmastide service, when he officiated at the first High Mass for nearly four years. This famous church, 800 years old, was shelled with incendiary bombs by the retreating German S.S. troops on April 23, 1945, a fortnight after the Red Army had entered the city. The fires that raged for the ensuing days consumed the timbers of the roof and sent the great bronze bells crashing through the floor. Art historians, masons, and hundreds of other workers have accomplished an astonishing feat of reconstruction at St. Stephen's

VIENNA CATHEDRAL REOPENS AFTER FOUR YEARS

Cardinal Archbishop Innitzer Celebrates High Mass in the Great Gothic Shrine



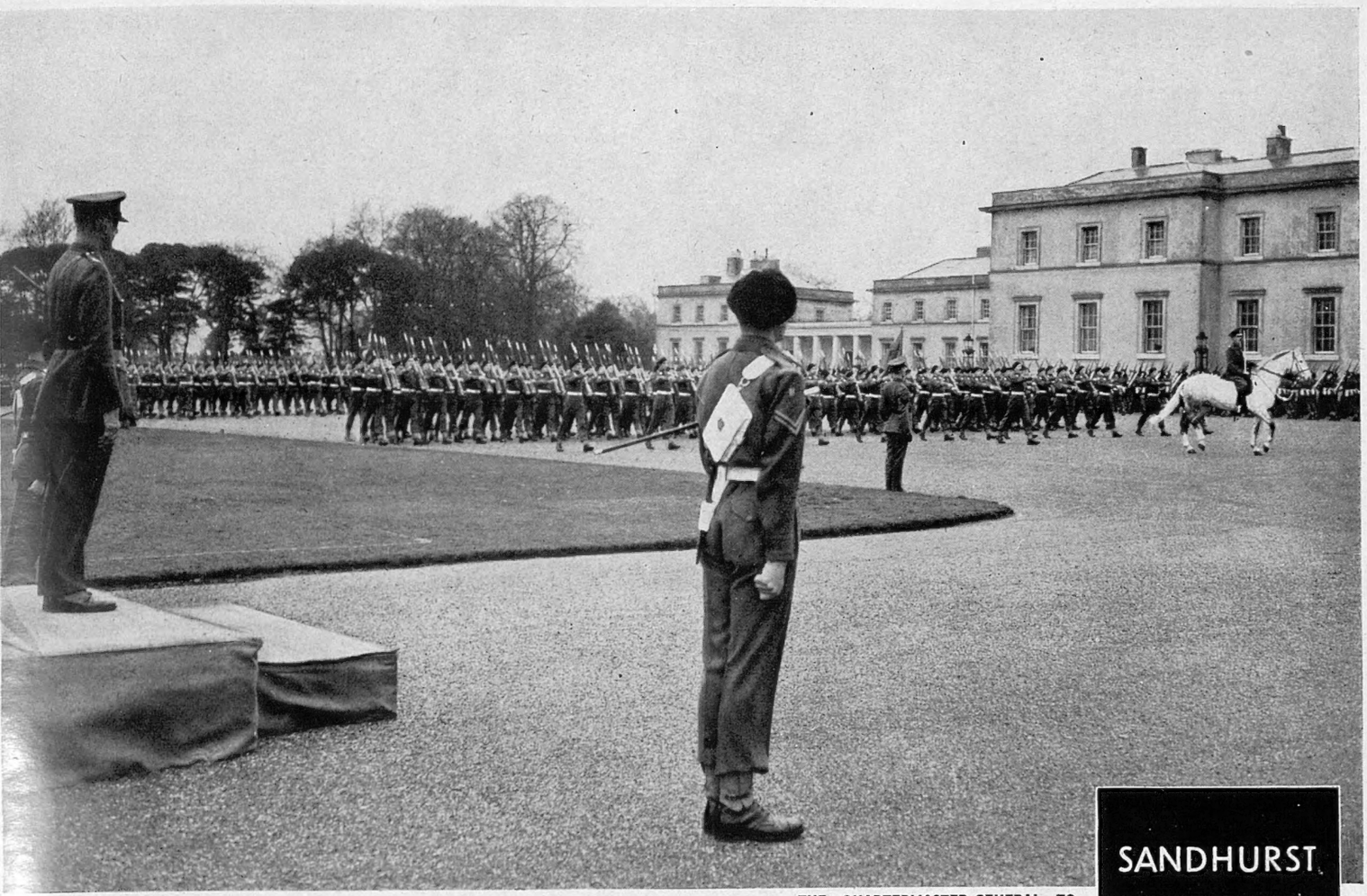
THE ANCIENT GLORIES OF ST. STEPHEN'S ARE REVIVED : Cardinal Innitzer, Archbishop of Vienna, officiating at the service. Behind the choir are members of the Austrian Cabinet, who were present in force on this red-letter day in the Church



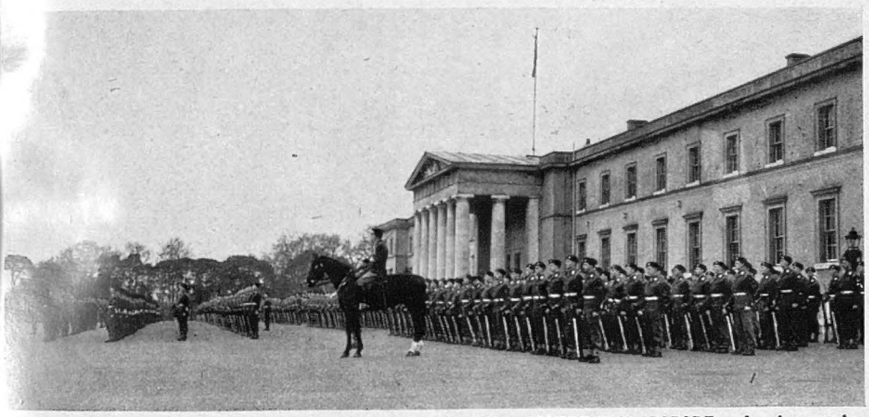
THE GREAT SPIRE ILLUMINATED FOR THE REOPENING : A striking view of the exterior of the Cathedral of St. Stephen's, with the western part of the roof as yet untiled. On the left are the two small Heiden towers. Legend relates that the architect who built the towers promised the Devil his soul if he could help him complete the task quick

SANDHURST SOVEREIGN'S PARADE

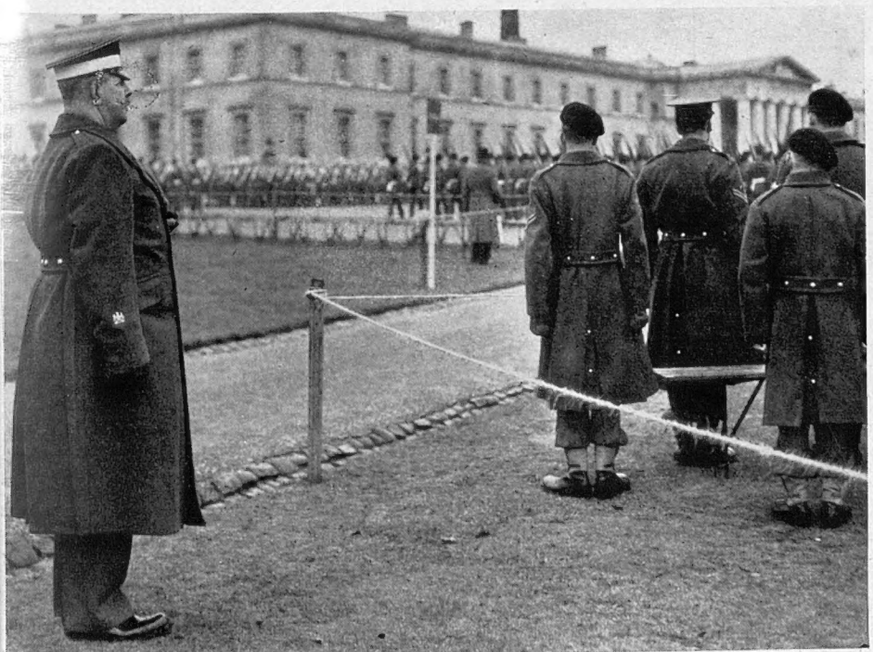
A Cadet Achieves an All-time Record



THE QUARTERMASTER-GENERAL TO THE FORCES INSPECTS THE SOVEREIGN'S PARADE: General Sir Sidney Kirkman on the saluting dais at Sandhurst as the cadets marched past. The parade coincided with the presentation of the Sandhurst Sword of Honour and a medal to the officer cadet passing out first in order of merit. They were won this year by the same cadet



CADETS DRAWN UP AT SANDHURST FOR THE SECOND SOVEREIGN'S PARADE: An impressive array for the Quartermaster-General, Sir Sidney Kirkman, who took the salute at the march-past. During the war General Kirkman commanded the British 13th Corps in Italy

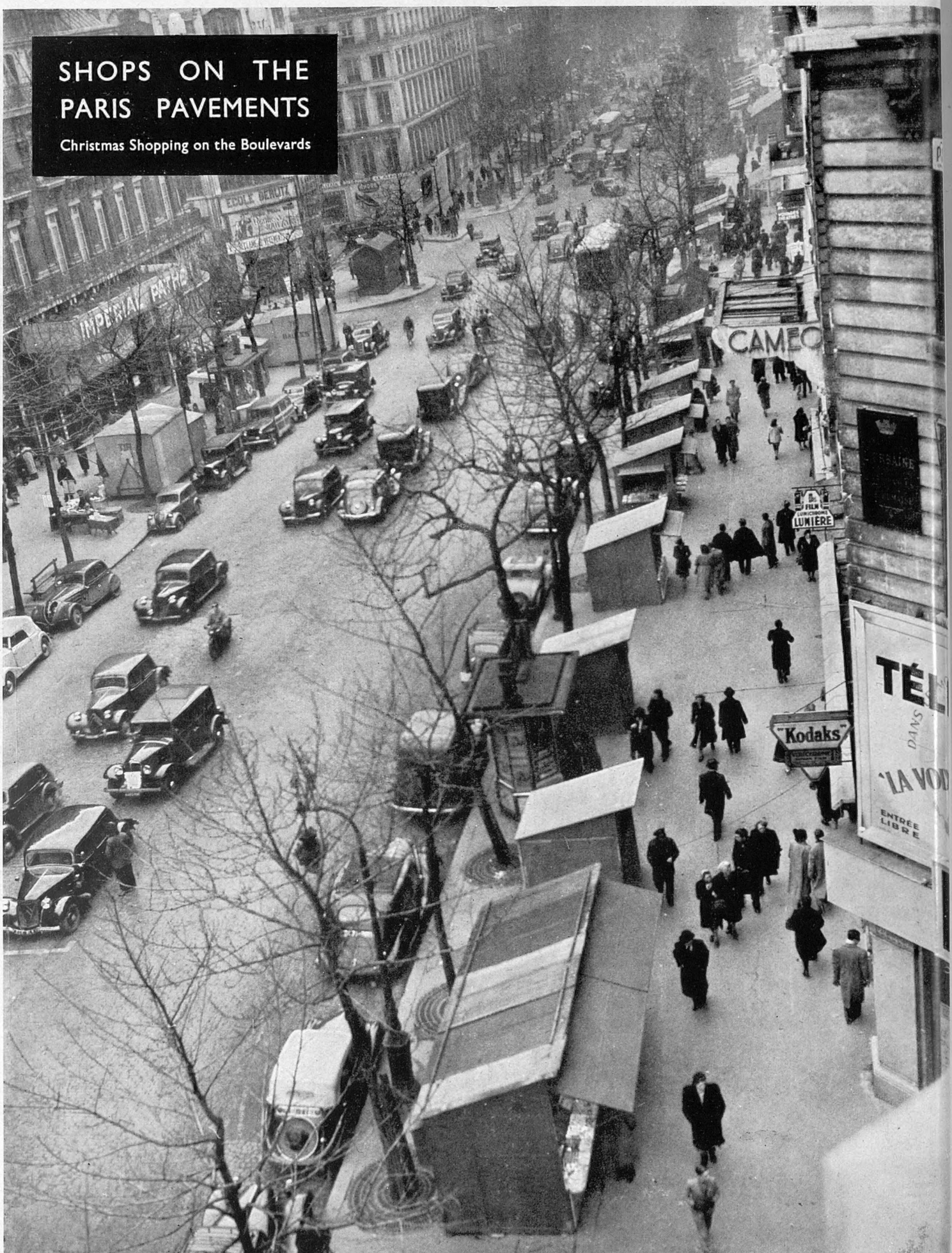


A VETERAN COMES TO SEE THE YOUNG ENTRY: Regimental Sergeant-Major Britten, the eldest senior Warrant Officer in the British Army, took a day off from his duties at the Mons Cadet School in order to watch the second Sovereign's Parade at Sandhurst

THE CADET WHO HAS CREATED A SANDHURST RECORD: Senior Under Officer R. N. Vickers, of Cheltenham, son of Lieut.-General W. G. H. Vickers, receiving the congratulations of General Sir Sidney Kirkman, Quartermaster-General to the Forces, on being awarded the Sword of Honour presented to the most outstanding officer cadet and at the same time the King's Medal presented to the officer cadet passing out first in order of merit. This is the first time in the 140-years history of the Royal Military Academy that the same officer cadet has received both honours. Lieut.-General Vickers, father of Senior Under Officer Vickers, retired in 1944, after being for two years Quartermaster-General in India. Earlier in the war he was Director of Supplies and Transport, India

SHOPS ON THE PARIS PAVEMENTS

Christmas Shopping on the Boulevards



THE LITTLE SHOPS ON THE BOULEVARD DES ITALIENS : The traditional street booths set up for the Christmas shopping were well patronised this year, and the Boulevards for the first time since the peace presented really dazzling shop-window displays. Buying, as in London, was not, however, upon a lavish scale, most Parisians seeking out small gifts at a modest price

The little shops of the Boulevards, which make their appearance about Christmastime, won particular favour this year because Parisians were in no position to indulge in lavish gift-giving. Just as in London, there was no shopping spree. A dozen modest Christmas cards cost as much as £1 this year, and purchasers were inclined to patronise the small shops in search of little gifts, avoiding the grand magazins with their sparkling displays. Despite the recent coal strike, which has greatly reduced the French reserves, all lighting restrictions were lifted in Paris during the holidays, and from the Place de la Republique in the east to the Arc de Triomphe in the west, the boulevards were ablaze with light in the days before the holiday. Scotch whisky, gin and plum puddings were among the Christmas luxuries imported from England, largely on the strength of bumper champagne sales and, generally speaking, Paris looks more cheerful than it has done for many a day.

PRINCE CHARLES WITH NURSE HELEN ROWE

The Young Prince and His Nurse at Buckingham Palace

PRINCE CHARLES OF EDINBURGH IN THE ARMS OF NURSE HELEN ROWE: With the birth of Prince Charles the Royal family gathering this year involved four generations. Because of the King's arterial trouble, which prevented him from going to Sandringham, there was a Christmas Day party at Buckingham Palace, and it was from the Palace that the King made his usual Christmas Day broadcast to the nation. Prince Charles's nurse, Miss Helen Rowe, is a British State-certified Midwife. She remained with the Prince until Christmas, having attended him since his birth, and has been succeeded by Miss Lightbody, formerly nurse to the children of the Duke and Duchess of Gloucester

FIRST OUTING FOR THE PRINCESS: Her Royal Highness Princess Elizabeth driving beside Prince Philip when they paid a short visit to their new home at Clarence House. When they move in to their home in the Mall the Prince and Princess will be close neighbours of Queen Mary at Marlborough House. The decoration of Clarence House has been proceeding since the autumn

A TESTING YEAR FOR THE MIDDLE CLASSES

The Year 1949 may be Decisive for Them

By FERDINAND TUOHY

A BOOK has just come out—*Twenty Shillings in the Pound*—which will make nostalgic reading for those of "the great middle class" who can remember how things were for them in the years from 1890 to 1914. Glancing through its pages, one may decide that the then so-called "lower orders" got the dirty end of the stick; and glancing about one to-day, one can only conclude that the corrective process has been carried too far.

Britain's middle class is now the depressed class. It is demonstrably a fact that, as a whole, it has suffered from the two wars and from the "equalitarian" tendencies of legislation more than any other social group. Some will say, "Let it go on! The middle class is an anachronism, anyway." That leaders of the Government share no such view is evidenced by their preparations to woo assiduously the large, amorphous, widespread group of men and women who have taken the worst knock.

The year 1949 may well be decisive for the middle class. Realising that its vote can swing the next General Election one way or the other, all the political parties are out to capture the class that it is always so hard to define—those diverse and elusive sections of society ranging from the small shopkeeper and artisan to the higher Civil Servant and company director.

If only to elucidate the question: "What is the middle class?" it is to be hoped that the Nuffield Foundation's preliminary findings into its circumstances and condition may be made available before the time comes to go to the polls. However opponents might react, such an advance Report would be very useful and clarifying for members of the class involved.

The Foundation's observers find the middle class to be "the main repository not only of administrative and professional ability, but also of our cultural capital." If that be so, few things could be more hurtful to the nation's interest than that it should be gradually but relentlessly squeezed out of existence.

"We do realise acutely," pronounced Sir Hartley Shawcross some while back, "the great hardships under which a great many of the people have to live, particularly the middle classes. There are shortages . . . but our standard of life does not consist in these things alone.

"Security of employment; higher average earnings; longer holidays, and holidays with pay; the schools, technical colleges and universities fuller than ever before; a social insurance scheme, and a State medical service, available to all—these are not the indications of a collapsed standard of living, although I agree they are not all things of which the middle classes are always able or always inclined to take full advantage."

"No, indeed!" comes back the authentic voice of the middle class. "We are first of all bled white by taxation, then our salary income falls, and next we are bereft of security by raids on our savings and inability to save another penny! All this so that we shall pay for things, the benefit of which largely eludes us."

Security of employment is so doubtful for many members of the middle classes that they top the lists of all would-be emigrants: the younger generation which would provide the professional and administrative class to-morrow, are among the first who want to try their luck overseas.

Higher average earnings have hardly come the way of the middle class. The real net level of wage earnings (that is, after allowing for a rise both in prices and in taxation) may have risen by anything between 15 and 40 per cent. since before the war. But a corresponding figure for the representative salary income suggests a loss of anything from 25 to 35 per cent. in real purchasing power.

Of the 11,000,000 reckoned to take holidays with pay, how many belong to the middle classes? Holidays at home are becoming more and more the prerogative of an organised proletariat (exception made of the facilities given by the big holiday camps, which are decidedly an acquired taste), while holidays abroad, which were the special delight of the middle class, are only allowed as a "concession" under Scrooge regulations.

And what of schooling but that the middle class which, whether from snobbery or not, had a special longing to bring up its children in its own way, is no longer able to foot the bill at such schools and colleges? Yet it is probably true that the public school spirit was partly responsible for victory in the Battle of Britain.

The benefit of the health and insurance schemes to the middle class has yet to be proved. A considerable section—small rentiers and self-employed—have to pay the full amount towards a health service already crowded out by over-use and misuse, while the matter of a pension is far from being as simple as it sounds. Many of the middle class are ruled out by age and other circumstance.

The withholding of post-war credits is another thing that weighs heaviest on the middle classes, who paid more in taxation in the war years and, consequently, have higher figures to their credit on those blue and pink forms. An estimate of the £675,000,000 owing, is that the State owes 13,000,000 taxpayers an average of £52 each. One would like to know how many of those belong to the class most favoured by the present Government?

The shilling off the standard rate of income-tax and the increased allowances helped the middle classes. But there is debate about the subsidies costing £470,000,000. This is roughly the equivalent of 4s. in the £ on income tax, most of which falls on the "great middle class." This class has no vast co-operative societies by which extra food is made available at less cost; no canteens at every place of labour worthy of the name, a big money-saver for for the worker in the middle of the day.

If there is a deal to be said for cheap money within reasonable limits, its often calamitous effect on people with small fixed incomes passes unnoticed in the hubbub. Rapidly glossed over, too, are the acute middle-class losses sustained by the transfer of railway stock. The world may have forgotten, but the individual losers are not likely to forget when polling time comes along.

Turning to housing, it appears that the vast bulk of Mr. Bevan's programme goes to provide working-class abodes—rightly so—and that there is then a jump to a limited section of the population which can afford a rental of £180. Most of the middle class certainly cannot, and it is notorious that its younger members, masses of them, consider themselves faced by an insoluble housing problem for years ahead.

These are all matters which Labour organisers and speakers will do well to commit permanently to mind, if they want that floating vote next year, the floating vote on which their majority beyond question depends. What is it said to consist of? Seven millions? Anyway, quite sufficient to alter completely the present state of the parties. Turning to latter-day findings by Mass Observation editors, one reads that for middle-class people, "the adjustment of inadequate incomes to the cost of goods and services has involved not only steady reduction in standards of living, but also something like an all-round retreat from the market."

In the early years of war most middle-class people could balance rising prices against the enforced economies of rationing and scarcity of goods. Now "these external aids to economy must be supplemented by the strictest consideration of what constitutes 'necessity' buying, and of what is the relative importance, to individuals, of nearly every sort of social activity."

Food prices take first place in middle-class problems; clothes second place; and transport—especially railway transport—third. Private motoring, which was the special pleasure of this class, can only be nibbled at in these days. The biggest middle-class economies, however, are shown to be clothes and entertainments, particularly the theatre.

The general remedy adopted is retrenchment, including encroachment upon capital—where this still exists—and the end of saving. Many of the middle class are in resigned, fatalistic mood, but one thing that does rouse them is this continued exhortation to save. The severe truth is that families are living above their incomes and that apprehension grows as the abyss of bankruptcy appears ever more menacingly before them.

This is how a retired Civil Servant puts it: "The farce of asking the middle classes to abstain from spending or from withdrawing their savings can be gauged by a perusal of a middle-class budget. . . . The answer is, of course, don't smoke, don't drink, don't use make-up, don't try to be well-groomed. Who cares? But women do care about such things, which have become a consolation for other things they can't have. And women are going to settle the next election, we can be quite sure of that."

In sum, the great middle class, of which the astute Herbert Morrison is rightly conscious (and has been since before the days when he wooed and won Lewisham), is going through a period of acute anxiety and stringency. It feels that it has been "put upon," that its interests, its likes, its "way of life" (to use the popular cant piece of the day) have been the least considered of all.

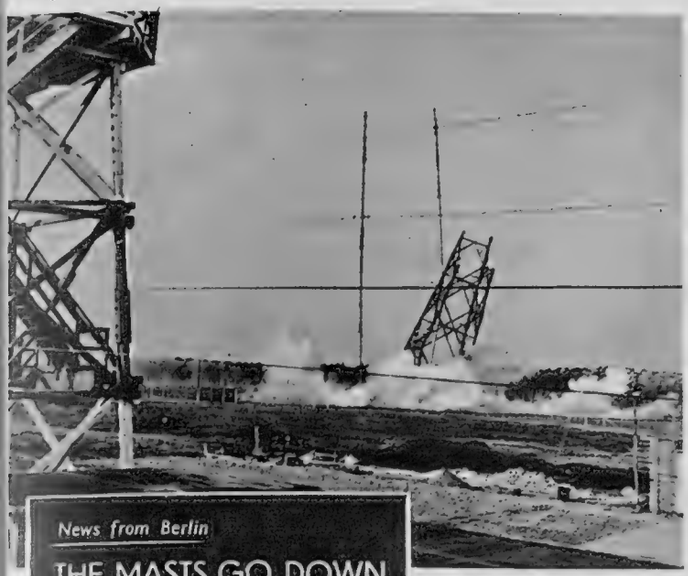
The possibility of the strike weapon being used by the middle class has more than once been canvassed. The finding has usually been that the professional class—the layer that could wield the strike weapon most effectively—is "too proud to enter wholeheartedly into the inflationary game of mutual blackmail." But it is less true (say the observers) that the middle class is "too proud to fight."

That is at least something to the good. "No fight, no get" is as true as ever it was. But the middle class has not so far been too happily served by its combative movements—witness the fading out of the Housewives' League as a political force with a punch. I am reminded of the similar fate of the "Middle Class Union" founded by the newspaper *Figaro*, in Paris, a couple of years ago. It was to be a sort of trade union able to fight those of the proletariat and the big employers with the same weapons.

All that happened was a strike of bank clerks, which, however, upset the works sufficiently to cause the Socialist *Populaire* to dub the movement "unpatriotic." A bigger "white collar" strike in Rome lasted longer, but was found to be manipulated in part by Communists. In France, too, the Communists have been trying to rope in the discontented middle classes, those sorely-tried citizens whose standard of living has been assailed time after time during this past year of mounting taxation. Higher railway fares, higher costs of food and clothing had led many a Frenchman to disgorge the very last of his savings.

Straws in the wind suggest that a middle-class movement towards Liberalism is more likely in Britain, provided the Liberals agree beforehand to go into a Coalition. Three Liberals in the Cabinet could make Liberalism felt; otherwise, it never is felt. So runs the talk down my street. But, of course, we have had rumours of a Liberal revival before now, and to what purpose?

COVENT GARDEN'S OPENING NIGHT—THE "CRUSH BAR" AT THE ROYAL OPERA HOUSE WHEN THE 1948 SEASON OPENED WITH THE PRESENTATION OF "AÏDA": In these testing times the success or otherwise of the theatres is a sound barometer of middle-class finances; 1948 in the theatre indicated a growing stringency, and it was noticeable that members of the great middle-class public, with the spending holiday behind them, were at pains to choose their entertainment with more than usual care



News from Berlin

THE MASTS GO DOWN and a BRIDGE GOES UP

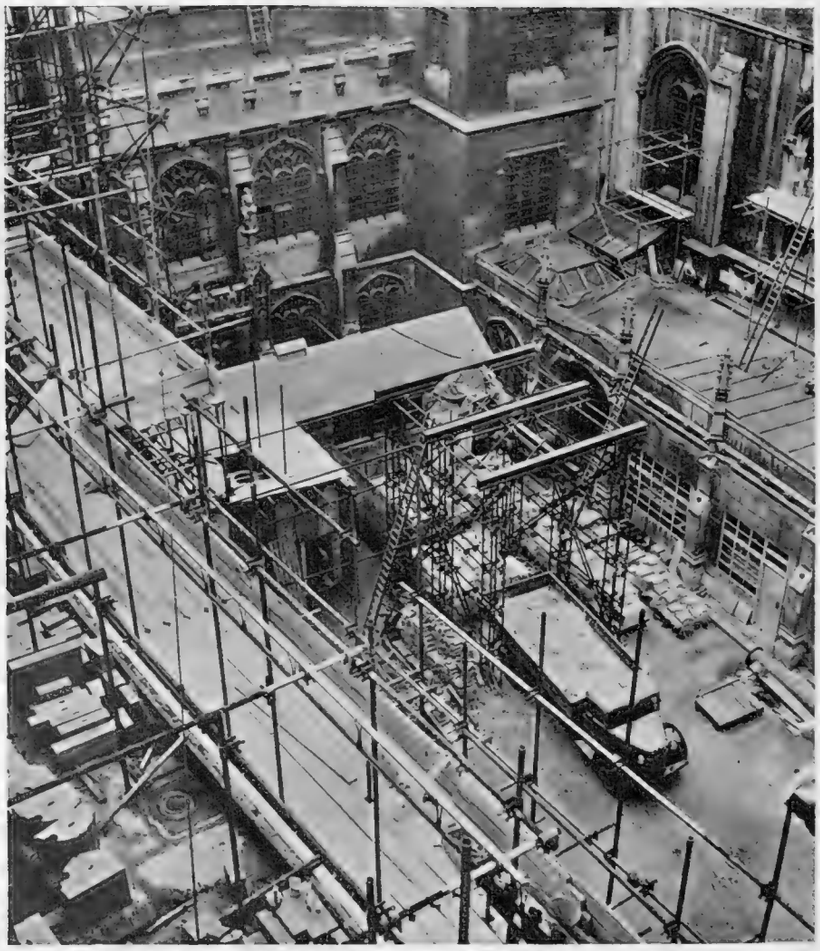
WHEN SOVIET-CONTROLLED RADIO BERLIN WAS KNOCKED OFF THE AIR : One of the masts in the French Sector being blown up at the orders of General Ganeval

THE CASCADE OF STEEL AS THE MASTS OF RADIO BERLIN WERE RAZED TO THE GROUND : This act by the French Military Government put Radio Berlin's medium-wave programme off the air for twelve hours and caused an international incident. The French gave Radio Berlin due warning that the masts were a danger to the airlift, but no notice was taken of the warning, and French sappers duly blew up the installations on December 16. Major-General Kotikov, the Soviet Commandant in Berlin, at once protested to General Ganeval, and when programmes started again after the break Heinz Schmidt, the Communist director of the station, declared that the "French act would not remain unanswered. The destruction was an attack on the Soviet Zone"

A HAZARD TO THE AIRLIFT AND A SOURCE OF WONDER TO THE YOUTH OF THE FRENCH SECTOR : A crowd of young people gazing upon the levelled masts of Radio Berlin after the French sappers had done their work. Russian reprisals followed a few days later, when the Soviet claimed the return of a patch of ground which they had lent to the French at Stolpe, on the boundary of the French Sector

AS A SOVIET-CONTROLLED BARGE PASSES THROUGH THE WESTERN SECTORS OF BERLIN : A soldier of the Red Army stands guard on the vessel which is travelling from the Oder to the Elbe port of Magdeburg. The Russians make a particular point of guarding this waterway traffic

GERMANS AND BRITISH CO-OPERATE IN MAKING AIRLIFT DELIVERIES RUN MORE SMOOTHLY—CELEBRATIONS AT THE OPENING OF THE REBUILT FREY BRIDGE SPANNING THE HAVEL CANAL : The new bridge will provide a vital link between the Anglo-American air terminal at Gatow, and the rest of the city. To mark the opening Major-General Herbert, the British Commandant, drove a decorated tram over the bridge. It is seen about to break the tape. Afterwards the General took wine with Frau Schroeder, Deputy Mayor of Berlin, and Professor Ernst Reuter, the New Mayor (second from right). The bridge, 300 yards long, has been constructed under Military Government supervision by 150 Germans working in day and night shifts over a period of over four months



LOOKING DOWN ON STAR CHAMBER COURT FROM THE NEW CHAMBER OF THE HOUSE OF COMMONS: Despite the Parliamentary Recess there is no cloistered peace in the Court, where trucks are constantly bringing in new materials for the new Chamber, which it is hoped to complete by the summer of 1950. Piled in the courtyard can be seen great blocks of Clipsham stone ready for handling by the masons

FROM THE INSIDE LOOKING OUT: This view from the roof o House of Commons looks out over New Palace Yard to the Tr Buildings beyond. New Palace Yard is so named because i w courtyard of the New Palace projected by William Rufus. It w centuries a place of punishment and execution

THE SHEDS WHERE THE STONEMASONS WORK—CORRUGATED-IRON SHANTIES IN THE INNER COURT OF THE HOUSE OF COMMONS: It is here that the stone put the finishing touches to blocks of Clipsham stone before they are used in the construction of the new Chamber of the House of Commons. Cli stone from Rutland is being used in preference to the Church Anston stone, which was freely employed in the old building. The stone is a yellowish lim

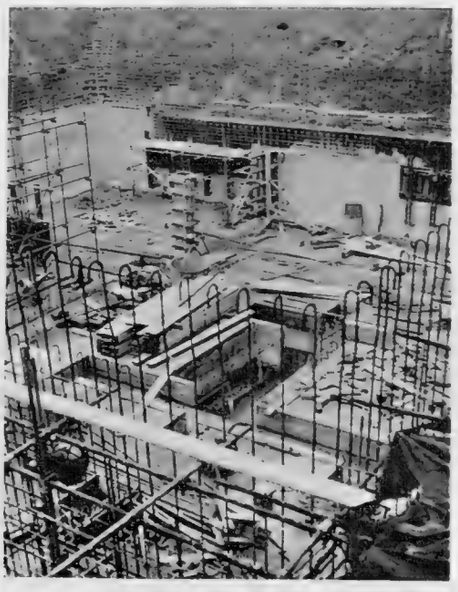
NEW VIEWS OF THE COMMONS

...ch of the Great Task ... construction at ...tminster

BUILDING MATERIAL CROWDS BLITZED CLOISTER COURT : Another scene within the precincts of Parliament and away from the public eye. From Parliament Square it is impossible to see any of the intense building activity now proceeding, as the New Palace Yard façade was left intact in the blitz which destroyed the House of Commons Chamber. On the right is the Offertory where King Charles I signed his own death-warrant

THE ROOF OF PARLIAMENT : This picture of the towers and turrets of Parliament was taken from the Speaker's residence. During the war a band of fire-watchers was always on duty

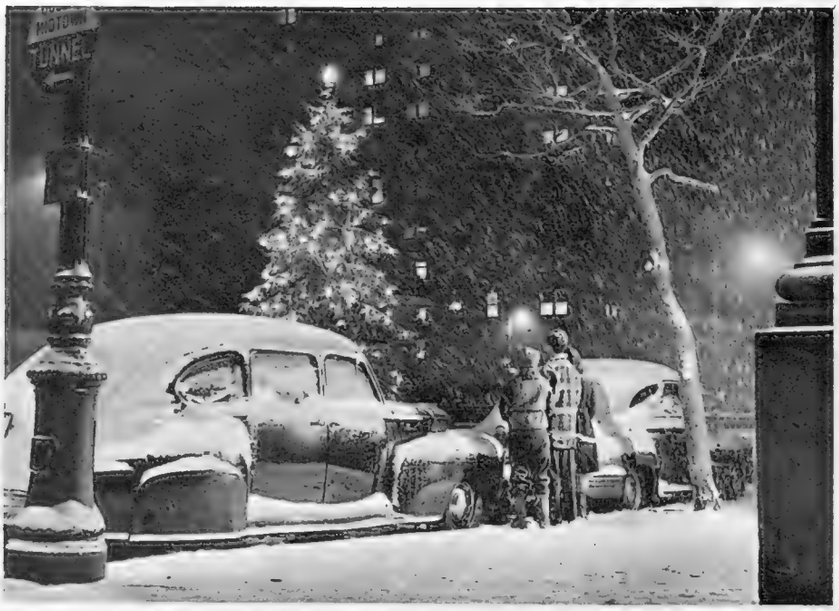
REPAIRS TO THE BOMB-DAMAGED ROOF : Looking across the scaffolding of the new Chamber to a newly repaired section of roof



THE NEW BOILER-HOUSE TAKES SHAPE : The concrete foundations and walls of the building where the heating and ventilation of the new Commons will be regulated

FROM NEW YORK'S BLIZZARD TO JAIPUR'S HEAT

A Survey of the Foreign News at the Turn of the Year



NEW YORK IN WINTER'S GRIP—HEAVY FALLS OF SNOW COINCIDED WITH THE APPROACH OF THE CHRISTMAS HOLIDAYS: *Left*—Children gazing at the lighted Christmas-tree on Park Avenue during the snowstorm, which swept the whole of the North-Eastern United States. *Right*—Cars in a Brooklyn street completely shrouded after 20 ins. of snow had fallen. The snowfall was the third heaviest in New York's history, having been surpassed only by the blizzard of 188 and the record-breaking storm on Boxing Day 1947, when a fall of 25·8 ins. was recorded. The streets of the city were rapidly cleared by snow plough

THE PRESIDENT OF THE ITALIAN REPUBLIC PAYS A STATE VISIT TO THE VATICAN: President Luigi Einaudi (left) presenting His Holiness the Pope with a framed crucifix during their meeting in the Throne Room of the Apostolic Palace. On the right is Count Sforza, the Italian Foreign Secretary

THE ITALIAN PRESIDENT, ON A PRE-CHRISTMAS VISIT, IS ESCORTED WITH PAPAL CEREMONY TO THE PRESENCE OF THE POPE: Signor Luigi Einaudi, accompanied by Count Sforza, the Italian Foreign Secretary, and attended by Vatican officials. The President met the Pope at the threshold of the Throne Room of the Apostolic Palace. Their conversation lasted twenty-five minutes

THE NOTORIOUS DACHAU CONCENTRATION CAMP AS IT IS IN 1948: United States Military Police at the entrance to the camp, which is now used by the American Army of Occupation for the conduct of War Crimes trials. Above the guard hut is the American eagle, and all is spick and span in a place that once became notorious for its filth and squalor, and from which so many tens of thousands of political prisoners never emerged alive. To-day the little town of Dachau, picturesquely situated on the outskirts of Munich, is undergoing a transformation, and the Germans are making an attempt to restore it as a health centre where sufferers from rheumatic ailments may take the mud baths

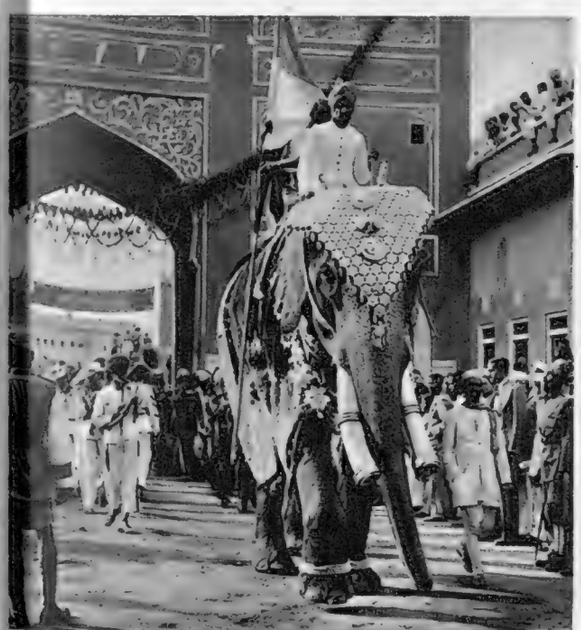
THE SUMPTUOUSLY-APPOINTED LOBBY OF THE MUD-BATH SANATORIUM AT DACHAU: A patient waiting to meet the doctor to receive advice on the course of treatment. The sanatorium is finding a hard task to overcome the public distaste for everything appertaining to Dachau, but, even so, the number of visitors to the sanatorium has of late increased noticeably. Before the First World War Dachau was well known as the headquarters of a colony of landscape painters

MR. ROYALL'S MEDITERRANEAN TOUR : The Secretary of the United States Army (centre) in conversation with the Greek War Minister, Mr. Constantine Rentis (left), and the Greek Minister of State, Mr. Michael Mavrogordato (right), a few moments after his arrival at Hassani Airport, Athens, whither he had flown from Frankfurt in order to obtain first-hand information in connection with a likely request from Greece for additional armed aid from the United States. After leaving the airport, Mr. Royall paid a visit to King Paul at the Royal Palace in Athens

SIT-DOWN DEMONSTRATORS GO INTO ACTION IN THE STREETS OF ROME : A party of unemployed ex-Servicemen, who are demanding higher pensions, seen outside the Quirinale Hotel in the Via Nationale, where they were successful in temporarily halting traffic, although later pushed on by police and military. This demonstration was followed a few days later by an even more serious Civil Service strike representing a trial of strength between the Government and the left-wing leaders. The reason for the participation of the unemployed was because the Winter Relief Bill was under discussion

IN THE STEPS OF COUNT BERNADOTTE : Dr. Ralph Bunche (left), the acting United Nations Mediator for Palestine, shaking hands with King Abdullah of Transjordan after travelling by air from Cairo to Amman, where he met the King at his winter palace at Shuneh. At the time of the meeting King Abdullah's acceptance of the principle of uniting Palestine and Transjordan under his leadership seemed to be paving the way for peace

JEWS AND ARABS SIT DOWN TO TALK THINGS OVER—A SIGNIFICANT GATHERING IN A SCHOOL OUTSIDE THE DAMASCUS GATE, JERUSALEM : This was the first of three meetings between members of King Abdullah's Arab Legion and their opposite numbers in the Israel Defence Army of Jerusalem. With a United Nations observer acting as host and over innumerable cups of coffee, they hammered out plans for the extension of the cease-fire area to the northern sectors of Jerusalem. The third meeting took place at Government House, and in the course of it Colonel Abdullah el Tel, the Arab Legion commander, and Colonel Dayan, the Israel commander, retired to a private room where they discussed the possibilities of permanent peace



INAUGURATING THE 55TH SESSION OF THE INDIAN NATIONAL CONGRESS : A richly caparisoned elephant, with the National flag displayed by one of its riders, seen after passing through one of the gates of Jaipur on the occasion of the inauguration of Congress, the first to be held in free India. The place where the Congress was held was renamed Gandihangar, in honour of India's fallen leader

THE PRINCE OF THE NETHERLANDS INVITES HIS "ROYAL COUSINS" AND OTHER FRIENDS TO A DAY'S HUNTING IN THE NEIGHBOURHOOD OF THE ROYAL PALACE AT APELDOORN : Prince Bernhard with his guests outside the palace, among whom were the Duke of Gloucester and Prince Felix and Prince Jean of Luxembourg. The Duke of Gloucester is standing second from right, next to Prince Jean

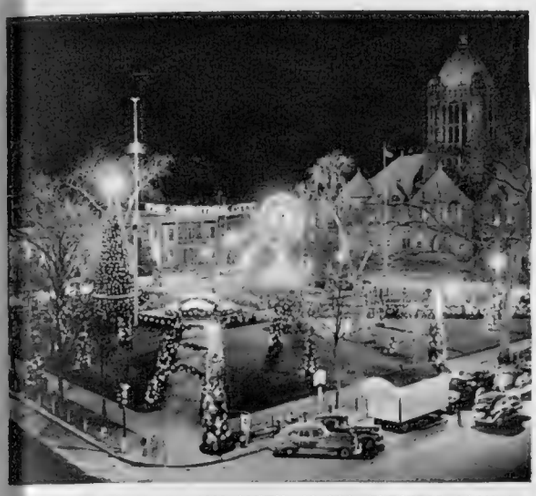
THE GUARDS HOLD THEIR ANNUAL CAROL SERVICE: Guardsmen leading the procession into the Royal Military Chapel, Wellington Barracks, where the service was attended by Queen Mary on the Sunday before Christmas. Music was provided by the Royal Horse Guards Band, and the choir was that of the Welsh Guards. During the week-end before the holiday Christmas music drew thousands to the Albert Hall, where there were three concerts, one conducted by Sir Malcolm Sargent, while the Wigmore Hall was also full for the Oriana Madrigal Society's concert

A WORLD TOUR IN The DAYS BEFORE CHRISTMAS

How London and Other Towns and Cities Prepared for the Great Festival

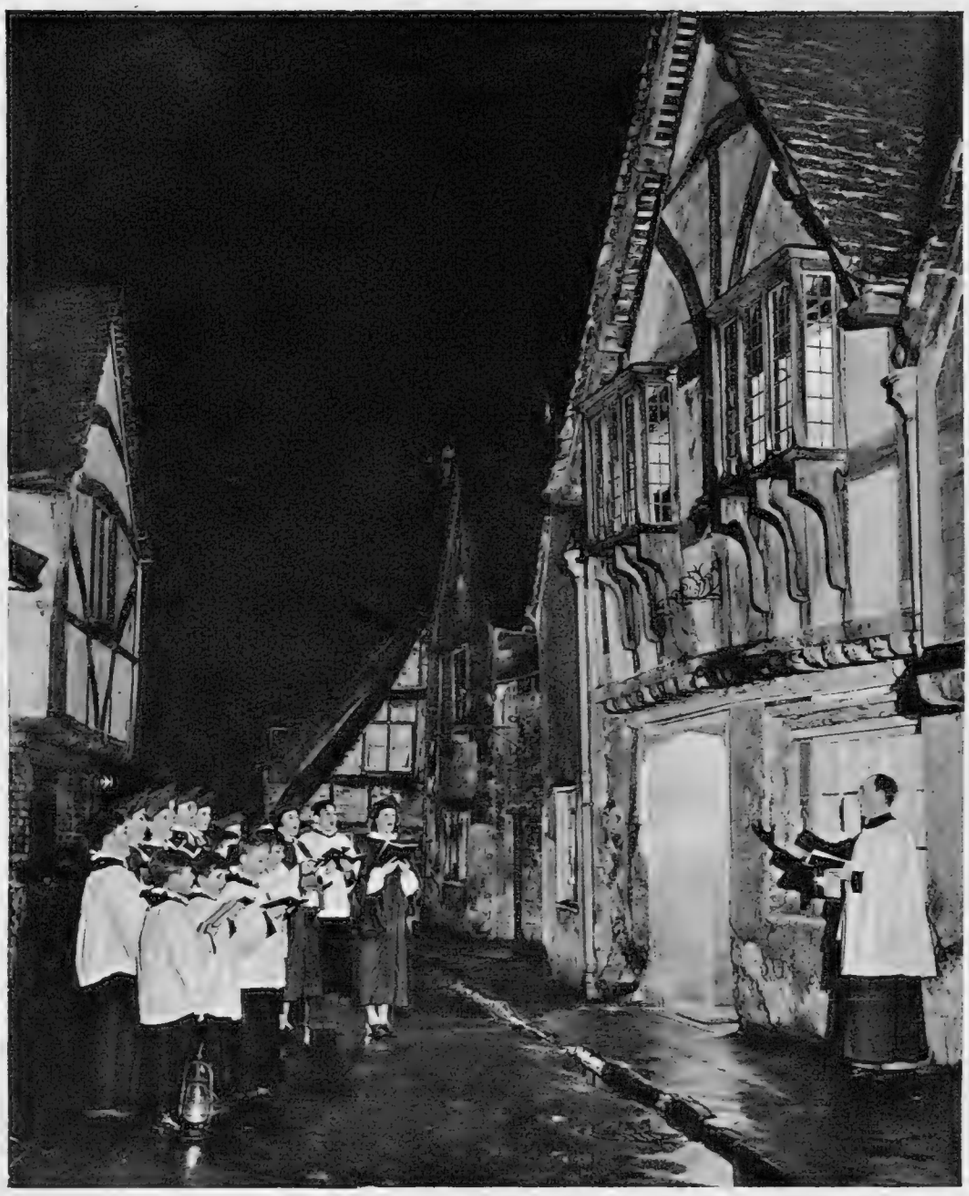
THE SOVIET-SPONSORED CHRISTMAS CARNIVAL IN THE RUSSIAN SECTOR OF BERLIN: Berliners watching the erection of some of the stalls and merry-go-rounds in the Lustgarten. For their carnival the Russians set up numerous sideshows, and even opened a refreshment hut with a sign announcing "hot waffles, strong beer and cognac." As a *pièce de résistance* they added, "A tunnel of love." Many Berliners from the Western Sectors wandered through the Brandenburg Gate to taste the Soviet-sponsored pleasures

IN FRANKFURT'S CHRISTMAS MARKET: In the shadow of the fam cathedral, now in part repaired, Frankfurters set up their sta in the days before Christmas, and there was a thriving busine in toys. The Christmas-tree salesmen also did a roaring tra



TAUNTON GREEN AGLOW WITH 12,000 ELECTRIC LIGHTS: This was how a Massachusetts city, calling itself the Christmas City, announced "peace on earth" to the people. The Taunton Park Commission and the Municipal Lighting Plant declared with pride in their Press communiqué that eight miles of weatherproof wire had been used to string the many lights over the cedar trees of the green

COPENHAGEN A FAIRYLAND OF LIGHT: Stroget, main street of the Danish capital, as it appeared in the days before the holiday. Normally the lights go out in Copenhagen's shops at 5.30 p.m., as there is a continued shortage of coal, but an exception was made for Christmas-time 1948



A CHRISTMAS-CARD PICTURE FROM THE VILLAGE OF LACOCK: The church choir singing carols outside the Angel Inn Guest House. Much of Lacock and the surrounding district is National Trust property, and this includes the Abbey, with its thirteenth-century cloisters

NORWAY'S CHRISTMAS GIFT TO LONDON IS ERECTED IN TRAFALGAR SQUARE—THE ARRIVAL OF THE NORWEGIAN CHRISTMAS-TREE, A MAGNIFICENT SPRUCE, 64 FT. HIGH, FRESH FROM THE SCANDINAVIAN FORESTS: *Left*—The inauguration of the decorated tree in the presence of the Mayor of Oslo and a large gathering of Londoners. *Right*—The tree lit up after its decorations had been completed but before the scaffolding was removed. The outsize fairy-lights were strung on flexes 50 ft. long threaded among the branches; imitation snow was scattered among the thick green needles, and a glittering white star was fixed to the top. The freighter "Bamse," which brought the tree to London, unloading it at Deptford Docks, had to fight her way through a severe storm

THE MOUNTING CRISIS IN NATIONALIST CHINA

After the Communists Had Cut Up the Twelfth Army Group

At the turn of the year the situation of the Chinese Nationalists began to appear hopeless as the Communist armies, fighting with captured equipment, very much more method and better moral than their opponents, menaced the cities of Nanking and Peiping. The Nanking battles were the fiercest, notably those fought in the region of Pengpu, where the Twelfth Army Group was reported to be "cut up." Correspondents for the first time in months saw troops really "locked in battle," not just outmanœuvred. The subsequent retreat from Pengpu was not exactly a rout, but it could have brought little assurance for the future to Chiang Kai-shek and his harassed associates. There seemed to be no real co-ordination between the various Nationalist Armies engaged in the battles round Pengpu, and Chiang's generals were further embarrassed by the flood of refugees crowding the roads north of Nanking

CHAOS IN PENGPU AFTER THE NATIONALIST DEBACLE: A scene at the railway station as refugees, seeking to fly southwards, thronged a freight train bound for Nanking. In the centre of the tracks is an ammunition train waiting to be taken up to the nearby front

THE NATIONALISTS CALLED IT REGROUPING: Troops marching south from Pengpu following their defeat at the hands of the Communist columns, which penetrated the vital Hwai River defence line

FLEEING BEFORE THE COMMUNIST ADVANCE: Refugees aboard a freight train at Pengpu. A few days after this picture was taken the Nationalist front before Pengpu broke in panic as large Communist columns penetrated the Hwai River line. A new line of defence was then established thirty miles north-west of Nanking

THE SMILING GENERALISSIMO AND HIS NOT-SO-SMILING VISITOR: Chiang Kai-shek with Mr. Hoffman, head of the Economic Co-operation Administration, who visited him at his Nanking home in mid-December. When Mr. Hoffman returned to Washington he announced that the long-range reconstruction programme for China had been suspended in view of the highly critical situation there

WITH THEIR GEAR ON POLES THE NATIONALISTS MARCHED SOUTHWARD TO A NEW DEFENCE LINE: Troops of the defeated Twelfth Army Group en route to the Nanking defences after their debacle by the Hwai River. Moral among the Nationalists was poor, except among the few units receiving their pay in silver coinage

EARL MOUNTBATTEN LEADS HIS SQUADRON TO SEA

Putting Out of Malta for Joint Exercises

EARL MOUNTBATTEN'S FLAGSHIP: H.M.S. "Newcastle" of the First Cruiser Squadron, as she left Grand Harbour. The "Newcastle," is a member of the powerful Southampton class

DRESSED OVERALL ON THE KING'S BIRTHDAY: The carrier "Triumph" and the cruisers "Phœbe," "Euryalus" and "Newcastle" in Malta Harbour shortly before the First Cruiser Squadron put out to sea to take part in exercises with the American Sixth Task Force under Admiral Sherman

Below—"NEWCASTLE" STEAMS OUT OF VALETTA: The flagship of the First Cruiser Squadron leading "Euryalus" to sea

AN ARMILLARY SPHERE CONSTRUCTED IN ACCORDANCE WITH THE PTOLEMAIC THEORY : This sphere, with a compass in the base of the stand, has been lent to the exhibition Navigation Through the Ages, by the National Maritime Museum. The exhibition, covering six centuries of progress, was opened before Christmas by the Duke of Edinburgh, and is being held at the Royal Geographical Society, London, W. In this armillary sphere the earth is surrounded by the orbits of the sun and moon. The Arctic and Antarctic Circles are shown, as also are Cancer and Capricorn

A NOCTURNAL OF EARLY EIGHTEENTH-CENTURY ORIGIN : These instruments were first made about 1520 and were designed to tell the hour of the night by observing the positions of certain fixed stars relative to the Pole Star ; these stars were either the bright star in the Little Bear or the pointers of the Great Bear. The Pole Star was viewed through the aperture in the centre of the nocturnal and the long arm set to the selected star or stars

DRAKE'S DIAL, COMMONLY THOUGH ERRONEOUSLY KNOWN AS HIS ASTROLABE : This exhibit i the Navigation Through the Ages Exhibition has also been lent by the National Maritim Museum. The instrument was made for Drake by Humphrey Cole in 1569, the ye before his first expedition to the West Indies. The dial is made of gilt brass, an the covers are decorated with various figures, including scholars with asses' ears. The dia enable the user to find such things as the time of high water and movable feast da

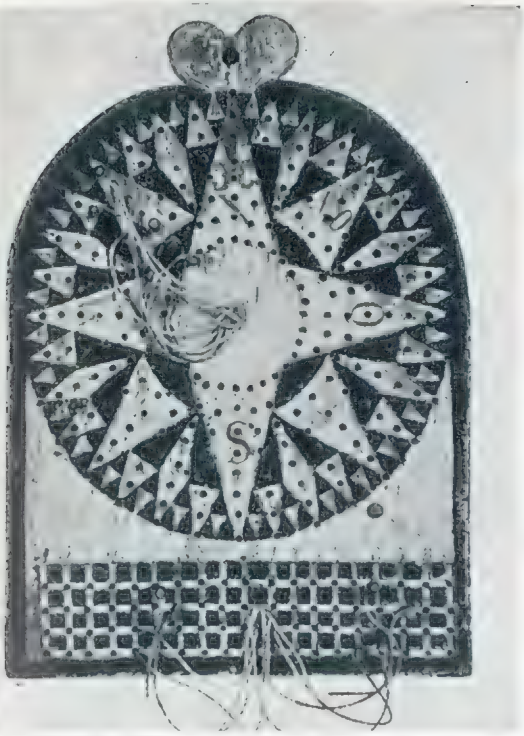
The Royal Geographical Society and the Institute of Navigation, sponsors of the Navigation Through the Ages Exhibition, have timed their display well, for there must be thousands of schoolboys who will take the opportunity of seeing the exhibition in the course of the Christmas holidays. It is a fascinating display, including the astrolabes and Portulan charts of earlier days, and the modern radar equipment which now guides ships safely through fogbound waters when travelling at speed. The pictures on these pages relate to the historic exhibits, most of which have been loaned by the National Maritime Museum. The exhibition shows clearly the development of navigational aids, and the primitive tools of the navigators, trade in early days leave one marvelling at the skill with which those ancient mariners found their way so unerringly from place to place.

FROM ASTROLABES TO RADAR

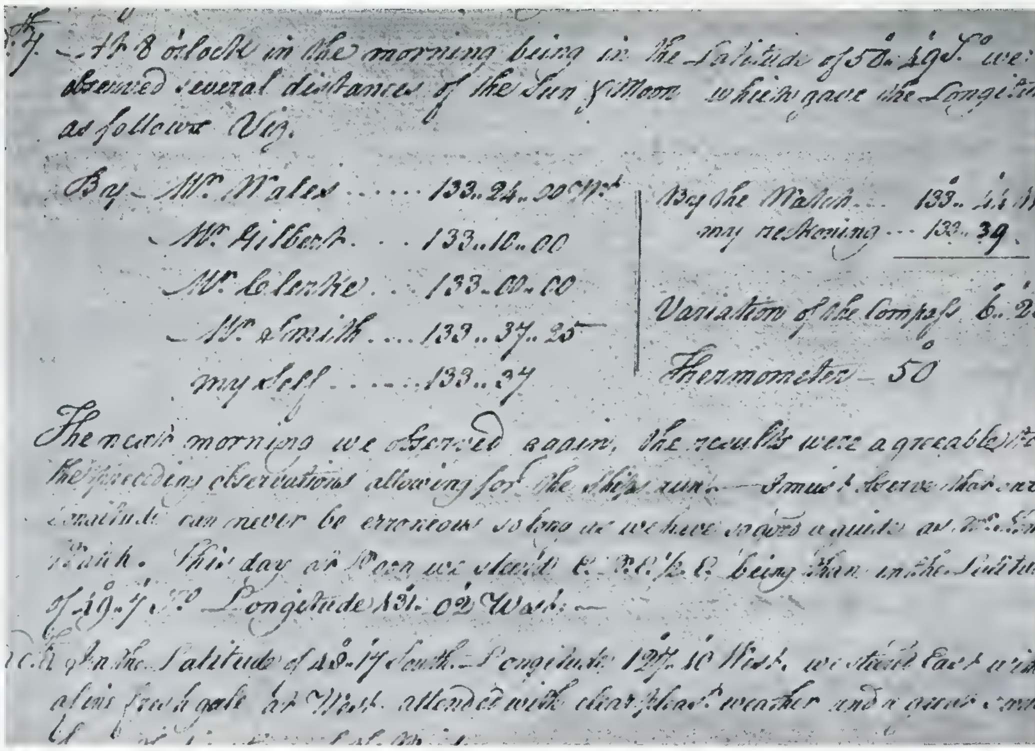
An Exhibition Illustrating Six Centuries of Navigation

A MERIDIANAL COMPASS OF THE YEAR 1793 : This has a wooden bowl of the type in general use from the time of Columbus until the middle of the eighteenth century. The bottom is detachable, so that the card can be extracted to enable the needles to be "retouched" (re-magnetised). The needles are bent to form a diamond. The cardinal and half-cardinal points, other than north, which is distinguished by a fleur-de-lys, are indicated by human figures

HADLEY'S QUADRANT, FORERUNNER OF T SEXTANT : This was one of the instrume which contributed so vastly to the art navigation in the eighteenth century and follow on the development of such instruments as t Cross Bow and Gunter's Quadrant. Hadl invention enabled altitudes of the sun and st to be taken when the horizon was obscu



THE TRAVERSE BOARD : Instruments of this kind were used by Scandinavian, Dutch and probably German seamen up to the latter part of the nineteenth century. The thirty-two points of the compass each have eight equidistant holes to enable the course to be recorded every half an hour of the watch by inserting a peg in the appropriate hole. Similarly, the speed was recorded on the rectangular table every half-hour



At 8 o'clock in the morning being in the Latitude of 50°.29' S° we observed several distances of the Sun & Moon which gave the Longitude as follows Viz.

By — Mr Wales ..... 133..24..00 W.
— Mr Gilbert . . 133..10..00
Mr Clerke . . 133..00..00
— Mr Smith .... 133..37..25
my self ..... 133..37

By the Watch ... 133..[illegible] W
my reckoning ... 133..39

Variation of the Compass 6..26

Thermometer — 50°

The next morning we observed again, the results were agreeable to the preceding observations allowing for the Ships run — [illegible] that our Longitude can never be erroneous so long as we have so good a guide as Mr [illegible] Watch. This day at Noon we [illegible] being then in the Latitude of 49..[illegible] Longitude 131..02 West. —

In the Latitude of 48..17 South. — Longitude 127..10 West, we steer'd East with a fresh gale at West attended with clear pleasant weather and a [illegible]

AN EXTRACT FROM CAPTAIN COOK'S LOG AT THE NAVIGATION THROUGH THE AGES EXHIBITION : It is written in a fine copper-plate hand, and records certain observations made by Cook and his lieutenants. Captain Cook was one of the greatest of hydrographic surveyors, and his charts of the River St. Lawrence, which are included in the exhibition, are a fine example of the best work of his period

KENDALL'S FIRST MARINE TIMEKEEPER, 1769: This instrument, made by Larcum Kendall, is a close copy, except for minor details, of Harrison's fourth chronometer, and it was made to the order of the Board of Longitude, to whom it was delivered in 1770. The timekeeper was first tested at Greenwich and was then sent to sea with Captain Cook on the second of his three famous voyages. It performed extremely well

A DANISH CROWN HANGING COMPASS OF 1790 : Blanckley in his *Naval Expositor*, 1750, said of hanging compasses that, "Flag Officers are generally furnished with them to hang up in their great Cabbins." The Danish makers in particular seem to have specialised in a form of hanging compass in which the metal frame took the form of a crown, and for this reason such compasses naturally came to be called crown compasses

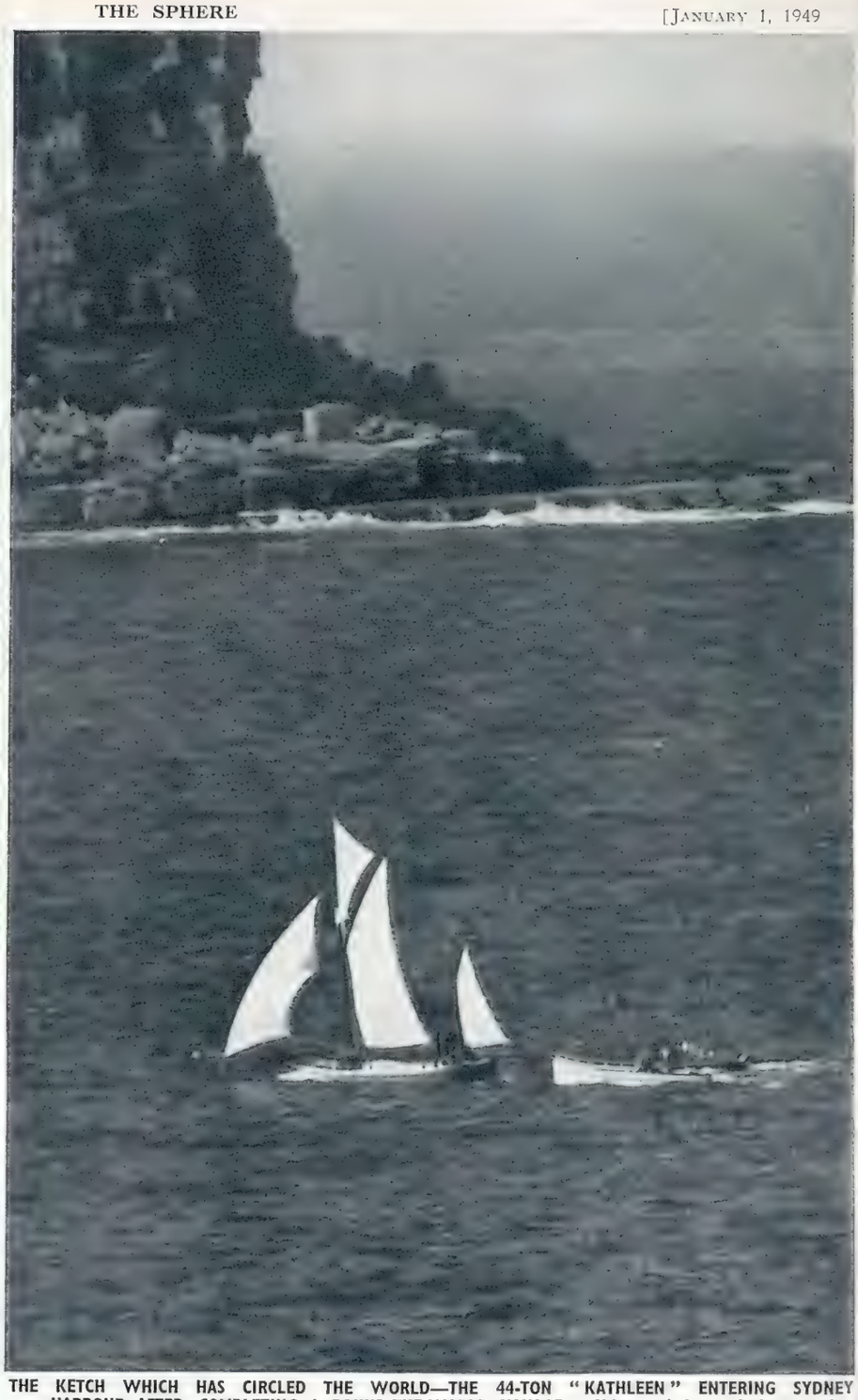
WALKER'S MERIDIANAL COMPASS, CIRCA 1793 : This compass consists of a sun compass mounted on a magnetic compass, thus enabling the error of the latter to be easily obtained. This method of finding the longitude was discovered to be of no value, but the compass was so good that it was adopted for the Navy from 1795 to 1819 as the standard azimuth compass. Owing to its cost it was only issued to ships whose masters could produce a certificate that they understood its use

OCEAN ADVENTURERS

A Ketch Goes Round the World—Triestines Set Out for the Argentine—Brazil's British-built Training-Ship

THE START OF A GREAT ADVENTURE: These young Triestines aboard the 27-ft. sailing-vessel "Italia" are en route to the American Continent in company with another small sailing-vessel, the "Trieste." The party is led by Captain Rudolfo de Gasperi (who is seen in the background of this picture), and they are sailing first to the Argentine via Sicily, Gibraltar and Dakar. From the Argentine they will round Cape Horn, travel up the west coast of South America, come through the Panama Canal, and make for New York via the coast towns of Florida and Virginia. The expedition's boats are equipped with 20-h.p. engines

THE "ALMIRANTE SALDANHA" PUTS IN AT GRAND HARBOUR: The Brazilian training-ship made fast among the warships in Malta when she came in recently for provisions while en route from Naples to Bizerta and Lisbon. The four-master, of 3,325 tons displacement, was constructed in 1933 by Vickers-Armstrong at a cost of £314,500. She carries a complement of 356, plus 100 midshipmen and cadets. Included in her equipment is instructional mine-laying gear, and her armament includes four 4-in. guns, one 3-in. anti-aircraft gun, four 3-pounders, and one 21-in. torpedo tube. An auxiliary Diesel engine gives the ship a speed of 11 knots, and her total sail area is 25,990 sq. ft. Her radius of action is 12,000 miles. The *Almirante Saldanha* is shown in striking contrast to the Southampton-class cruiser H.M.S. *Liverpool* (9,400 tons) whose foredeck and turrets may be seen in foreground



THE KETCH WHICH HAS CIRCLED THE WORLD—THE 44-TON "KATHLEEN" ENTERING SYDNEY HARBOUR AFTER COMPLETING A ROUND-THE-WORLD VOYAGE: Skippered by a Sydney artist, Mr. Jack Earle, and with a crew of four, the "Kathleen" logged 25,700 miles on the six months' trip, which was described by Earle as "practically uneventful." The vessel crossed the Indian Ocean, went round the Cape of Good Hope, crossed the Atlantic, went through the Panama Canal and across the Pacific back to Australia. Aft of the ketch, which is pictured as she came in through Sydney Heads, safe after the boisterous winds of the Tasman crossing, is one of the many small craft which went out from Sydney to welcome the "Kathleen." The crew spoke with enthusiasm of the welcome they received at each port of call

On right — **RETURN TO SUNLIT WATERS:** The 18-ton cabin cruiser "Star Maiden," owned by Mr. Alan Miller, of Nassau, Bahamas, being hoisted aboard the S.S. "Parima" in the Royal Victoria Docks, London, before the start of the journey back to the Bahamas. The craft was brought over by Mr. Miller for the 1948 yachting season. It is just over 60-ft. long. Having little top hamper the "Star Maiden" is admirably suited for ocean cruising, and her quarters are more commodious than might be imagined

ROAD-BUILDING IN THE CENTRE OF LONDON AIRPORT—WORK IN PROGRESS ON THE NEW ROADWAYS WHICH WILL LEAD TO THE TERMINAL BUILDINGS NOW IN COURSE OF BEING PLANNED: At the same time, work is well advanced on the longest runway in Britain—it will be more than 3,000 yards—and it is expected to be ready for use before the spring. The ultimate airfield lay-out will consist of three sets of parallel runways—nine in all—with the terminal buildings in a central position and approached by subways. The maximum capacity of the airport will be 160 aircraft movements an hour. Heathrow being on the west side of the capital, is comparatively free from industrial haze and has a favourable meteorological record

AT WORK ON THE ASCOT "STRAIGHT MILE": When the present operations are complete there will be a clear view of the start of all sprints and races up to a mile, and the bump in the course has now been removed at Swinley Bottom, for long a cause of bitter complaint

THE NEW HEATHROW AND THE NEW ASCOT

Winter Work at the Airport and on the Racecourse

On left—Since the last October meeting at Ascot workmen have been busy with mechanical devices moving tons of sand and earth. As a result of these modifications, horses in long-distance races will not race so far before turning into the Swinley course, and the course itself has been raised 6 ft. at Swinley Bottom to give a better view. Some of the mechanical equipment used in re-making the course has been bought from America and is being tried out with a view to testing its efficiency for coal-mines

A MECHANICAL SHOVEL HELPS WITH THE WORK ON THE PADDOCK BEND AT ASCOT: Here again important modifications are being made and racegoers will be pleased with the new track when the grass has grown in the spring of this year. Ascot has pursued a highly enterprising policy since the return of peace, and the course now offers more than one meeting in the season and several new races, including the Knights Royal Stakes at the end of the season

SOMETHING NEW IN GUNNERY TARGETS—THE O Q - 19 A IS INTRODUCED AT THE WRIGHT PATTERSON AIR FORCE BASE, DAYTON, OHIO, TO TEST T ACCURACY OF AMERICAN GUNNERS: *Left*—The machine on its launching rail before take-off. In the cradle beneath the fuselage is a Rocket to boost t take-off speed. *Right*—The O Q - 19 A travelling down its 60-ft. runway before soaring into the air, where it can be controlled in flight either from a para plane or from the ground. The puppet plane is capable of high-speed dives, loops, and steep banks, and presents a tricky target for anti-aircraft gunne

BUILT FOR EXPERIMENTS IN THE SUB-SONIC ZONE: The Northrop X 4, a jet-powered machine with very sharply swept-back wings. It is being tried out by the Northrop Company at their headquarters at Hawthorne, California

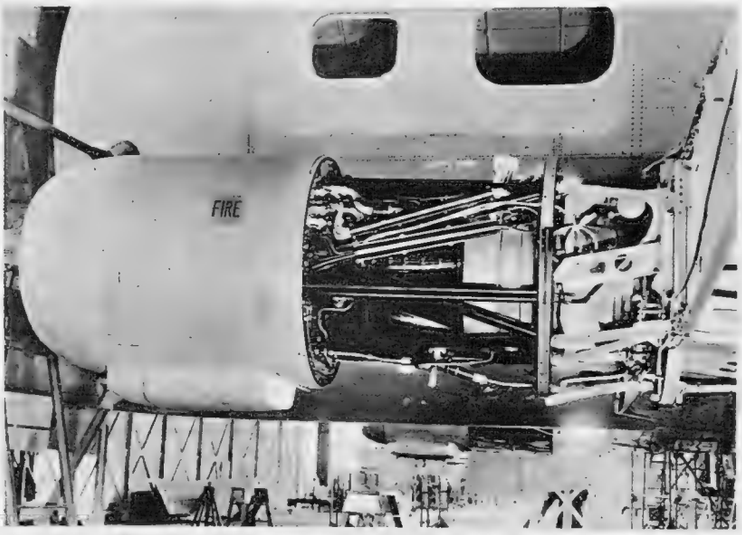
WHEELING OUT THE MONSTER OF FORT WORTH: The B 36, biggest land-based plane in the world, now being produced by Consolidated Vultee for the U.S. Air Force, is a problem to move from its hangar at Fort Worth. Engineers have found the best way is to turn it sideways, jack up the nose and so let down the tail. In this way the 230-ft. wingspread negotiates the 200-ft. door, but it looks as if the U.S. Forces will have to set about building larger hangars

ADVENTURES OF THE O Q - 19 A

And Other Aviation News of the Moment

NORTHROP'S SURPRISE PACKET—THE JET-PROPELLED X 4 ON THE RUNWAY AT HAWTHORNE, CALIFORNIA: The machine has been built in order to conduct prolonged investigations of conditions obtaining at speeds in the sub-sonic trouble zone—speeds just short of those of sound. The wing-span is 25 ft., the length 20 ft., and the height 15 ft. The weight is approximately 7,000 lbs. There is an ejection seat for the pilot, so that in the event of a mishap the cockpit cover is first carried clear of the slipstream, and then the pilot and his seat together ascend above the plane prior to the opening of the pilot's parachute

ALL IN THE DAY'S WORK FOR THE OQ-19A—FIRST AND LAST MOMENTS IN THE OPERATION OF THE TARGET AIRCRAFT WHICH THE AMERICANS DECLARE "HITS A NEW PEAK IN SLEEK, STREAMLINED CLAY PIGEONS": *Left*—The 300-lb. machine, which at 500-yards distance gives the appearance of a normal-sized pursuit plane, being launched from its 60-ft. runway. As it takes off, the rocket car used to boost speed is stopped at the end of the catapult by a hydraulic "snubbing" device, and it can be re-used for successive launchings. *Right*—When the target practice is over, the OQ-19A is brought to the ground by interruption of the radio carrier wave from the parent plane or ground station. Immediately a 32-ft. cargo-type parachute in the target plane opens, and carries the plane safely to the ground. On touching down, the parachute is itself released in order to eliminate the danger of dragging



BR IN'S BID FOR AERIAL SUPREMACY—THE BIRTH OF A MEDIUM-RANGE TRANSPORT, THE ARMSTRONG WHITWORTH APOLLO UNDER CONSTRUCTION AT AGINTON: *Left*—The giant cigar-shaped fuselage of the thirty-one-passenger machine, and (*right*) a close-up of one of the engines. Armstrong Siddeley Mamba engines are installed in the prototype Apollo. The four turbines will drive contra-rotating propellers

APOLLO ON THE STOCKS—THE JET AIR-LINER UNDER CONSTRUCTION AT BAGINTON: Just as the 100-passenger Brabazon is intended to lead the world in giant trans-ocean planes, so is the Apollo intended to lead among medium-range transports. Senator Brewster, chairman of the United States Congressional Aviation Policy Board, declares in respect of Apollo and Brabazon that "British designers are planning and producing planes which will outstrip American models"

CHRISTMASTIDE IN ENGLAND

A Survey of the Home News in Pictures

REACTIONS GRAVE AND GAY—HOW OUR STATESMEN RESPOND TO A LITTLE CHRISTMAS CLOWNING: Two pictures from the Bertram Mills Circus at Olympia where the Prime Minister, Mr. Attlee, and Britain's wartime Prime Minister, Mr. Churchill, each enjoyed himself in his own way. Mr. Attlee's concentration was noted by one critic, who declared that the Premier hardly ever took his eyes off the ring. Mr. Churchill was at the top of his form, and during the performance shook hands with Coco the Clown, whose knockabout tactics won general approval

A ROYAL VISIT TO "HUMPTY DUMPTY": Queen Mary and the Duchess of Kent at the London Casino, where they enjoyed a preview of the Christmas pantomime. In the centre are the Duke of Kent and Princess Alexandra, whose twelfth birthday it was on Christmas Day. On the left, in the foreground, is the Hon. George Milne, who presented Queen Mary with a bouquet

TURKEY TIME ON THE GREAT NORTH ROAD: Police searching a lorry after they had given the driver a police stop signal. These searches were made on nearly all the main roads leading into London, during the days before Christmas, the aim being to seal off the Black Market from consignments of stolen poultry. Plain clothes men as well as uniformed police took part

CHRISTMAS CHEER FOR THE MEN WHO KEEP THE LIGHTS—HOW THE TURKEYS AND THE PLUM PUDDINGS WENT OUT IN THE MIDST OF HIGH SEAS: *Left*—The Rev. R. J. Webb kneeling in the bows of a launch as he handed over a parcel from the Mission to Seamen for the men of the Chapman Lighthouse off Canvey Island. It was a tricky undertaking, as the launch was being tossed heavily. *Right*—Men of the Eastbourne lifeboat handing a parcel to a member of the crew of the "Royal Sovereign" lightship. The lifeboat made the trip to the "Royal Sovereign" partly to bring Christmas gifts and partly to test the boat

CUTTING THE "DRURIOLANUS" CAKE: Miss Antoinette Cellier, granddaughter of Sir Augustus Harris, and Mr. Prince Littler doing the honours at the Theatre Royal, Drury Lane. The "Druriolanus" cake is endowed by relatives of the late Sir Augustus Harris (manager and producer at the Theatre Royal, Drury Lane, 1879-1896), and is ceremonially cut at Drury Lane like the celebrated Baddeley Cake, which is eaten every Twelfth Night in memory of old Robert Baddeley, the pastry-cook actor. The name "Druriolanus" was one that particularly appealed to Sir Augustus Harris

GUESTS OF THE UNITED STATES C.-IN-C. IN EASTERN ATLANTIC AND MEDITERRANEAN WATERS: Admiral of the Fleet Lord Fraser of the North Cape inspecting a guard of honour of U.S. Marines as he came aboard Admiral R. L. Conolly's flagship "Columbus," at anchor off Gravesend. Following Lord Fraser was Mr. A. V. Alexander, the Minister of Defence

THE "GOLDHIND" MAKES A SPLASH: The largest vessel ever to be built at Faversham, Kent, was launched at Messrs. James Pollock, Sons and Co.'s shipyard just before Christmas. As usual when a ship is launched at these yards on the Swale, it is done sideways. As "Goldhind" entered the water she made a great splash, but all went according to plan

ZEBRA STRIPES APPEAR AT WESTMINSTER: This new idea in pedestrian crossings is to be seen between the Abbey and the St. Stephen's entrance to the House of Commons. Other London boroughs are making similar experiments, notably Kensington, which has been painting footsteps on the pavements in order to guide pedestrians to regulation crossings

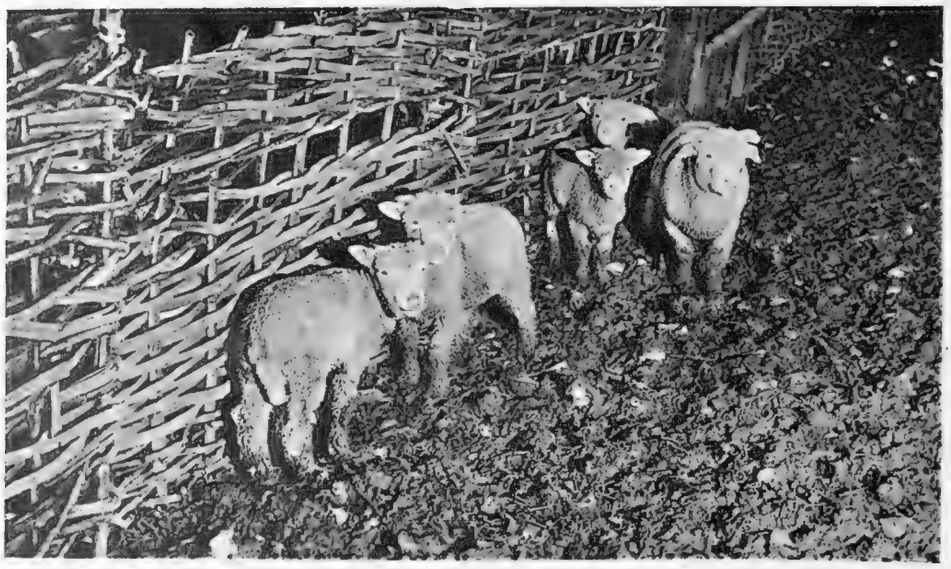
THE SLUICE GATES OF THE OUTLET FROM THE GREAT NEW PUMPING STATION AT WELCHES DAM: It forms part of the land drainage scheme in Fenland. The new Welches Dam Pumping Station will give the Great Ouse Catchment Board complete command of the water levels in the Old Bedford and Counterwash drains. The pumping station was erected at a cost of £70,000 and will help to keep 20,000 acres free from floods in the Manea area of Cambridgeshire. Ten million gallons an hour can be controlled by the two pumps in the station, which took three years to build. These two pumps can relieve pressure on the Low Bank in an emergency by pumping water into the Hundred Foot Washes on the right of the Middle Barrier

THE INLET SIDE OF THE NEW PUMPING STATION: Mr. G. A. Brown, who unveiled a memorial tablet at the Welches Dam pumping station, stated that 70 per cent. of the £70,000 cost had been contributed by the Ministry of Agriculture and Fisheries

WINTER LAMBING IN DORSET

Days and Nights of Unremitting Toil for the Shepherd

THE SHEPHERD FEEDS HIS FLOCK: *Left*—Ernest Lovell, of Wimborne, walking across the stubble field with feed for the young lambs. On the 1,000-acre farm where he works, the folds are often far apart, and Mr. Lovell has a long trudge. *Right*—Often he has to feed the lambs individually, and many a new arrival has taken to the bottle beside his friendly fireside. Mr. Lovell is now completing his forty-fifth year as a shepherd



SHELTERING FROM THE WINTER WINDS: Sturdy young lambs standing beside the wattle fence as Shepherd Lovell comes to look at them before turning in for an hour

BEFORE TURNING IN, THE SHEPHERD HAS A LAST LOOK ROUND: Mr. Lovell shines the torch on a flock in one of the muddy folds, just to make sure that all is well. Most of them turn their backs to the light

Fifty-nine-year-old Ernest Lovell will soon have completed his forty-fifth year as a shepherd, and he has lost complete count of the many thousands of lambs he has helped bring into the world. He is just finishing off another lambing season at Spetisbury, near Wimborne, Dorset, where he works for Maurice Newton Tory and Son, at South Farm and has added another 200-odd lambs to his list, all of which will have been born between October and the end of December with his Dorset Horn flock (they lamb twice a year). His charges are some of the best in the country and are bred for export, being sent all over the world. In the short period of May 20 to September 9 this year they won twenty-one firsts, two seconds, two thirds, six championships, four reserve championships and three challenge cups—all in open competition.

CAKED IN MUD, THE EWE AND HER LAMB WANDER THROUGH THE TURNIP FIELD: Sometimes the ewes refuse to feed their young, because of a sore teat or for some other reason, and then the shepherd has to bottle-feed

EVER ON THE WATCH—THE SHEPHERD OF WIMBORNE AND HIS DOG: Mr. Lovell and his dog use an old caravan near the lambing fold. Often in the night the shepherd will be wakened by piteous cries from the fold, and in a few moments he will be up and out upon his errand of mercy. His Dorset Horn flock is one of the finest in the country, with many prizes to its credit

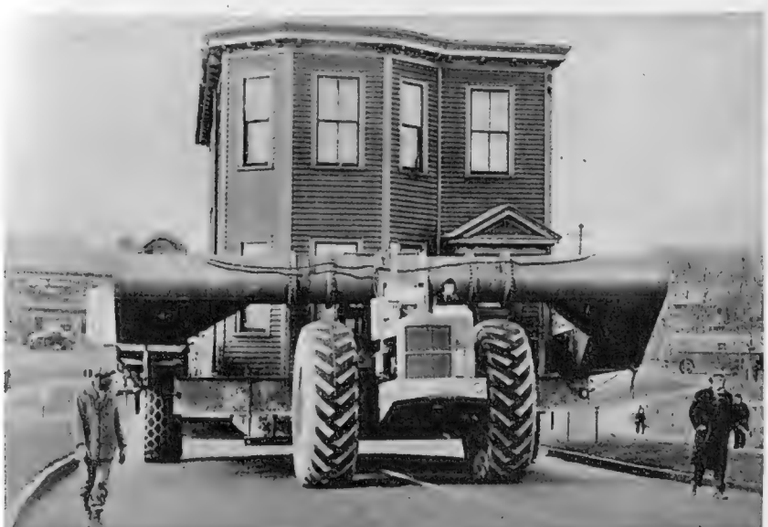
AMERICANA

The Latest Skyscraper Hospital Goes Up in New York; Mr. Truman Dubbed "Pedestrian of the Week"

THE NEW VETERANS HOSPITAL IN NEW YORK WHICH IS NOW UNDER CONSTRUCTION AT A COST OF 15,000,000 DOLLARS: The hospital, expected to be complete next autumn, is seventeen storeys high, and it will have accommodation for 1,000 bed patients and for handling a daily quota of about 3,000 out-patients

DESIGNED AS A SUNSHINE TRAP: A rear view of the new Veterans Hospital in New York, showing how the building is one ward in thickness, thereby letting in the sun during both morning and afternoon

PRESIDENT TRUMAN RECEIVES THE TITLE OF "PEDESTRIAN OF THE WEEK": The President, when en route to his White House office from his temporary residence at Blair House, is seen waiting for the green light before crossing Pennsylvania Avenue. Because of his careful behaviour as a pedestrian the Washington Traffic Advisory Board recently named the President 'Pedestrian of the Week." President Truman has only lately cancelled the Secret Service standing order to turn all lights red for his daily crossings



TAKING A HOUSE FOR A RIDE IN THE LAND OF PAUL REVERE: A house being moved up Beach Parkway en route from Chelsea to Revere, Massachusetts. It was being moved to make way for a £5,000,000 bridge approach at Chelsea. The house was guided on to the giant removal truck with the aid of rollers

TRACKS THAT HAVE STUMPED THE EXPERTS: Dr. Carl Engelder (left centre) and Dr. Le Roy Key (right centre), members of a party from Pittsburgh's Carnegie Museum, investigating fossilised tracks recently brought to light at Marienville, Pennsylvania. They said they did not know what the mysterious prehistoric animal was (if any). One report states that the tracks very probably date "300,000,000 years before dinosaurs lived"

THINGS HAVE CHANGED AT THE BRITISH MUSEUM

A Great Deal for the Post-Blitz Visitor to See

By CHARLES GRAVES

I WONDER when any of you last went to the British Museum? My own recent visit, up to this week, was in 1922 when I was investigating a well-authenticated story that the police constables on duty there refused to enter the Egyptian mummies' room during the night because one of the mummies was said to be more than somewhat unlucky.

Full of Christmas *bonhomie*, the other day I telephoned the British Museum and asked whether there was by any chance a Press officer who could help me. I was told, not surprisingly, that there was no such person. However, a tall, nice, dark young man who turned out to be Mr. Bridgwater, the Secretary, met me on arrival and took me into his office and at once became most helpful. Not only did he tell me that there are a number of attractive exhibitions being currently shown at the British Museum, but he also escorted me to that delightful addition, which alone is worth a visit to the British Museum—the original autographed manuscript of *Alice in Wonderland*, given by a group of American citizens.

It is open at the first two pages. On the left-hand page is the inscription: "A Christmas gift to a dear child in memory of a summer day." On the right-hand side is Lewis Carroll's own drawing of his heroine and the phrase, "Alice was beginning to get very tired of sitting by her sister on the bank." A footnote on the stand reminds the visitor that the original Alice was Miss Alice Liddell, daughter of the Dean of Christ Church, Oxford, and that the original title of the book was *Alice's Adventures Underground*.

A few yards away is the Magna Charta "Given under our hand on the meadow which is called Ronimede between Windlesor and Stanes on June 15th in the seventeenth year of our reign."

I have never before seen the Codex Vaticanus nor the Codex Sinaiticus, nor the Codex Alexandrinus, which are in the same room.

What ought to please any small boy is the log-book of H.M.S. *Victory*, written by Thomas Atkinson, the sailing master, which is open on one of the pages devoted to the Battle of Trafalgar and contains the sentence, "Partial firing continued until four-thirty p.m. when a victory having been reported to the Right Honourable Lord Nelson, K.B.E. and Commander-in-Chief,—he then died of his wound."

It is only fair to tell the prospective visitor to the British Museum that it is still very much in a state of make-do and mend. The official estimate is that during the blitz £551,000 worth of damage was done and only £15,000 worth of repairs had been completed by the end of the financial year. The huge main staircase is not available to the public and has great baulks of timber leading from the bottom to the top of the stairs. The Oriental, Ethnographical, British and Mediæval and the upper Greek and Roman Galleries still await the repair of the main staircase.

The Græco-Roman Department is reduced to only four bays in the Edward VII. Gallery, but the gold Etruscan jewellery with its fantastic granulations can still be seen. Curiously enough, the secret of the granulation was not rediscovered until 1938 by an English jeweller, who promptly patented it!

The sculpture galleries are apparently still without their glass roof and until the main entrance has been reconditioned (it is a forest of metal scaffolding outside and full of lathes inside) it will be impossible to restore public access between the old and the new buildings. In the Grenville Library, however, there is a special exhibition of French illuminated manuscripts, while upstairs there is a Centenary Exhibition of that famous Japanese engraver, Hokusai. Not yet open to the public is the huge gallery which formerly housed the Elgin Marbles, the first slab of which was put into position only last week. This is the central theme of the east frieze and depicts the handing-over of the sacred garment of Athena to the Priest and Priestess. As readers of THE SPHERE have already learned, the Elgin Marbles were hidden in the Aldwych Tube tunnel during the war. Professor Ashmole, the head of the Græco-Roman Department, could not have been more friendly or informative. He talked to me at some length about the difficulties of retrieving the Marbles from their hiding-place and then showed me the first arrivals. It appears that they had become somewhat grimed by the dust which flies through the Underground and need a special soap-and-water solution to clean them, not to mention special cradles to move them. Altogether there are seventy slabs of frieze, twelve pedimental figures and fifteen metopes (slabs of marble sculptured in high relief). As the average weight of a slab is one ton, and some weigh up to three and four tons, it has been no easy matter to haul them 200 yards down the tunnel on to the platform of the Aldwych Underground station, then up the staircase by means of a winch, from there into the lift and then on to a lorry to bring them to the British Museum. They are coming home at the rate of three slabs a journey, twice a week. The biggest slabs have to be done at night because they would interfere with the passengers. Many people will have forgotten the story of the Elgin Marbles. Briefly, they were saved by the seventh Earl at the turn of the nineteenth century from the depredations of the Turks and the ravages of the weather. Lord Elgin was compelled to pay the local Turkish official the sum of five guineas a day merely to allow his professional artists to copy them. It took years before they could be brought to England, and one consignment was sunk en route. These Marbles were, however, salvaged at a cost of some thousands of pounds. For many years Lord Elgin, who reckoned that they had cost him, one way and another, over £62,000, was unable to dispose of them, and it was not until 1816 that the Government bought them for the British Museum at a cost of £35,000. Recently there has been much talk about Great Britain making the gesture of returning them to Athens. The answer is that if they were restored to their original sites they would begin to deteriorate almost immediately in view of the roofless conditions of their original homes, and there is no existing building which could possibly house them properly to-day.

The huge Reading Room, which looks like a smaller version of the Albert Hall, shows no sign that its dome was pierced by an oil bomb in October 1940. Its regular habitués dress as unconventionally as ever, including the woman who, in the coldest of weather, wears the briefest of shorts and no stockings. Some of the pre-war eccentrics like the two colonels who collected empty bottles out of the waste-bins, have not returned to the fold, but it is nothing unusual to see a young man wearing a beard and riding-breeches.

The British Museum porters thoroughly enjoy the strange-looking types wearing anything from a beret Basque to a frankly scarlet Homburg. "It's a permanent pantomime, Sir," said one of them. "Come here any day at nine-thirty in the morning and you will see what I mean. There's the gentleman who does two steps of the rumba in the middle of the forecourt before walking normally again. There's the woman who walks on tiptoe if it has been raining the night before. I'd never read a book again if I thought that's where it was going to get me."

Altogether 200,000 volumes were lost in the Quadrant and a wartime exhibition in the Department of British and Mediæval Antiquities was destroyed. Earlier, many of the Museum treasures had been removed to the country. It is significant, however, that in October 1940 the Air Ministry announced privately that Aberystwyth could no longer be regarded as a safe area in view of the possible enemy occupation of Ireland; and the removal of the most valuable books, manuscripts and drawings stored in the National Library of Wales became imperative. About the same time the country houses used as repositories were exposed to danger by the construction of airfields and a sequence of indiscriminate air attacks. Priority was therefore secured for the preparation of air-conditioned accommodation in a stone quarry in the West Country.

Since the war the British Museum has acquired the important music library formed by Mr. Paul Hirsch, a large collection of old maps from Windsor Castle presented by the King, the Lacock Abbey copy of the Magna Charta which is now on loan in Washington, the Portland Vase which was bought in 1945, the golden and silver treasure trove discovered in the Anglo-Saxon ship burial at Sutton Hoo, in Suffolk, and also the Roman silver plate found at Mildenhall.

In other words, the British Museum is very worth a visit; and things *have* changed a good deal. What a pity that Sir Charles Cochran cannot be entrusted with the job of making the British Museum properly known to the taxpayers who maintain it.

THE TREASURES FROM NORFOLK: Some of the objects included in the Iron Age discovery, probably buried in the first century B.C., which have been unearthed at Snettisham, and which have been made the subject of an inquest by Mr. L. H. Allwood, the Dereham coroner. *Left*—Bronze torques of twisted wire, and finger- or toe-rings in bronze or electrum. *Right*—The obverse and reverse of three tin coins bearing the crude design of the head of Apollo and the representation of a bull. According to numismatists they date from about 85-75 B.C. and are some of the earliest coins ever issued in Britain

THE RESULT OF DEEP PLOUGHING—THE TUBULAR GOLD TORQUE WITH A TUBULAR COLLAR AT THE HINGE OF THE TWO HALVES BROUGHT TO LIGHT ON SIR STEPHEN GREEN'S ESTATE AT SNETTISHAM, NORFOLK: The detail of the collar can be seen in the right-hand picture. It is decorated with a raised flowing design in the La Tène style of Celtic art. The objects in the Snettisham Treasure were found in three groups, and the jury had to decide which of the groups represented treasure trove. The articles were found by Raymond Williamson, a ploughman, on three separate days in the same field. In "seizing" the necklets on behalf of the Crown, the coroner pointed out that only gold and silver were treasure—not base metals—and it became treasure trove, and thereby the property of the Crown, only if the evidence showed that it had been intentionally hidden and not lost or abandoned

GERTRUDE LAWRENCE RETURNS TO THE LONDON STAGE IN DAPHNE DU MAURIER'S NEW PLAY, "SEPTEMBER TIDE": She takes the part of Stella Martyn, and the play concerns her love for her young artist son-in-law. Gertrude Lawrence's last appearance on the West End stage was in 1936, when she played the leading parts opposite Noel Coward in *To-night at* 8.30. She went with the series to New York and remained in America until now, apart from a visit to England, France and Belgium in 1944, when she toured, to entertain troops. During those twelve years, she played with consistent success in *Susan and God*; *Lady in the Dark*; *Behold We Live*, and other plays. In 1945 she toured the Pacific Ocean Area with her own company, playing Elvira in Noel Coward's *Blithe Spirit* in Hawaii, and in the same year appeared her volume of reminiscences *A Star Danced*. Her return to the London stage, just before Christmas, was unanimously declared a triumph

"I FORGET HOW TO PLAY WHEN YOU 'RE AWAY SO MUCH": Anne Leon, Gertrude Lawrence, Bryan Forbes and Michael Gough discuss a game of backgammon in the 2nd Scene of Act III in "September Tide"

MOTHER-IN-LAW LOVE IN A CORNISH HOUSE: Anne Leon, Gertrude Lawrence and Michael Gough in a dramatic scene from the first act of Daphne du Maurier's new play, "September Tide," at the Aldwych Theatre

THE RETURN OF GERTRUDE LAWRENCE

After Twelve Years in America

". . . SO IF I SUDDENLY BECOME HYSTERICAL AND BURST INTO TEARS, YOU MUSTN'T TAKE ANY NOTICE OF ME": Stella Martyn explains to her son-in-law that she had not expected her daughter to marry so soon

A BED FOR THE VISITOR: The family reunion takes place in Stella Martyn's house in Cornwall, which is designed like a ship. On the left is Cyril Raymond, who plays the part of Stella's dull but constant admirer

The World of Books—By VERNON FANE

THE COMMANDER WAS SUPREMELY FAIR

General Eisenhower's "Crusade in Europe," "the Greatest of the War Books Yet Published."

THERE is no doubt at all about the most important book of this week, for it may easily prove not only the most important book of this month, but of this season and months to come. General Eisenhower's CRUSADE IN EUROPE (Heinemann. 25s.) comes as near to being a "must" book as any contemporary publication can, this side coercion. There has already been considerable controversy over it, before its publication here, and that on what is known familiarly as very high levels. The generals and field-marshals whose letters in support of their war-time chief and colleague have been printed, have had one point in common to make: Eisenhower's loyalty and impeccable fairness to the staff and men in his command in the 1942-45 European phase of the war.

There is an objectivity in his writing, even over the problems that must have distressed him most, that is nothing short of admirable, and this is as true when he writes of his discussions with Montgomery as when he writes of his old colleague Patton's soldier-slapping episode. Just one of the things that this book proves is that the Commander was supremely fair.

When General Eisenhower was called to Washington in December 1941, immediately after Pearl Harbour, his heart sank. He had hoped "in any new war to stay with troops," and this seemed to him like a summons to a desk job, however distinguished. He was lucky, and the civilised world was lucky, to find that the eventual result of the call was his appointment as Supreme Commander of the Allied Forces in this sphere.

Whatever the historian's future findings will be on Eisenhower's conduct of the war, it is clear that they will depend, in a very great degree, on the first-hand writings of a man who had the courage to make the single terrible decision of the hour of D-Day, and who was still closely in touch and sympathy with the fighting man, his inescapable fears and his abiding problems, with his innate courage.

Take it how you will, this is a great book, the greatest of the war books yet to be published.

SOME VICTORIAN PORTRAITS AND OTHERS (Allen and Unwin. 10s. 6d.) is a collection of twelve brief biographies by Miss Hilda Martindale, C.B.E., formerly of the Home Office and H.M. Treasury, whose own life has been a notably distinguished one, but who has here exercised her talents of memory and affection to delineate some of the people of the past era who were her friends and held her admiration. Among them Miss Martindale writes of her uncle, Sir Albert Spicer—the best type of Victorian, as she describes him; of great Civil Servants and social reformers, and of Jemima Norton, a servant of the Old School.

The little sketches are serious, but have their own grace, and in all of them is an abiding warmth of remembrance.

It would be difficult to imagine a more controversial subject for a book than COLOUR PREJUDICE (Allen and Unwin. 12s. 6d.), but this is the bold and intransigent title that Sir Alan Burns has taken for a most absorbing study of the question. His own qualifications for dealing with it are not only his long and distinguished service as a Colonial Civil Servant in tropical West Africa and the West Indies, but also the very real feeling he has in the matter. It was doubtless this interest and this sympathy that led the author to document himself so fully on the subject, but if I could cavil at the book, in itself very readable, it would be for the prevalence of footnotes and guiding numerals, which are as inclined to distract one's consecutive attention as much as following a story through the back-page advertisements of a magazine.

Raoul Pugh was killed at the age of twenty-two, after more than four years' service with the Royal Marines. He was a friendly and well-liked young man, not very remarkable in appearance, but creating a vivid impression nevertheless on the people he met. Before his death he had written three long poems, one a *masque* after the manner of Ben Jonson, and these have now been published, as POEMS (Macmillan. 10s. 6d.), which give one some idea of the possible scope and the certain promise of an unusual talent.

THE WHITE WITNESSES (Methuen. 12s. 6d.) is concerned with the mystery of a sudden death, but it is far from being a detective novel for all that. Miss Helen Spalding has achieved a novel of quite remarkable deftness of construction, in which she introduces a central problem, proves its validity and then, as objectively as possible, sets about solving it through her characters.

The problem is that of a man who discovers in middle age that he has developed a kind of foresight, and can often foretell through his dreams, future events which may in themselves be trifling, but which do come to pass. After he has won a bet of a thousand pounds on the Grand National he, not unnaturally, begins to take his new powers seriously, but is horrified when the next portent that comes to him is the image of one who will commit suicide.

In the man's immediate circle, and this is where the author shows her skill, are no fewer than four people, all of them apparently ordinary and undramatic folk, who have private reasons which might lead them to take their lives. What he regards as his tremendous responsibility towards them works increasingly on the man, who is a sculptor of some power. The climax is both inevitable and surprising.

Mr. Harry J. Greenwall's novel is one of immense physical and even geographical scope, for, opening in London in the late '80's, it whisks the reader from there to Germany, back to Edwardian London to Paris, through the First World War and the years after, when the scene changes rapidly from London and Paris to Berlin, thence to New York, and back to London and to Fleet Street. Indefatigably, the setting changes again to France at the time of its fall, and the end of this family saga, for such, and equally indefatigably, it is.

SUCH IS LIFE (Nicholson and Watson. 9s. 6d.) is a vast and lively novel, and should make a good start to your solid reading in the New Year.

Mr. Alan Wykes has written a difficult little novel in THE MUSIC SLEEPING (Duckworth 8s. 6d.), which tells the story of a girl pianist nagged into deafness and despair by her parents, who are jealous of her more brilliant achievements. The difficulty lies not in the basic story, which is simple and quite dramatic, but in the awkward device of intermittent flashbacks which the author has used, and in the transcriptions, more familiar in the 1920's, of the thought sequences. This is a fair extract:

"birth
agony
hell

Except the one thing. I know this: the cause. She the cause. Her very birth. Now I have to be like this. Invalid. A young woman.

not have
love. . . ."

And so on. However, except for these oddities and Mr. Wykes's original habits in punctuation it is far from a negligible book, and certainly not without real thought behind it.

Once again that astute City Librarian, Mr. James Ross of Bristol, has published an annual report for the fifteen or sixteen public libraries in his care, and has shown once again how progressive and how fundamentally helpful these bodies may be.

THE GREAT "FRIBBLE"

George IV and Others in the Pillory

Thackeray's infrequent work as an essayist was on a par with his wider achievements as a novelist, and no subject ever presented a better opportunity for the display of his critical faculties than the Hanoverian kings. THE FOUR GEORGES (Falcon Press. 8s. 6d.), with an introduction by the late James Agate, now appears in a new and handsome edition, finely printed and well bound. Of the four hard-hitting essays, and none of them spares august majesty, the palm, beyond all doubt, goes to that on George II, that choleric little sovereign who shook his fist in the face of his father's courtiers, kicked his coat and wig about in his rages, and called all with whom he differed thief, liar, rascal and knave. Yet withal the old pagan, as Thackeray calls him, gave England peace and plenty, ease and freedom, and duffer George was also a man of prodigious courage, a very hero at Dettingen and Malplaquet, whom England laughed at and in a queer way respected. Upon George IV Thackeray looks with utter disdain, seeking behind his star, beneath his wig, and within his many waistcoats; seeking a man, and finding a "fribble." It is all written with prodigious gusto, and beyond doubt Thackeray enjoyed himself to the full when he put the four Georges in his verbal pillory. The description of the death of faithful, loving Caroline, consort of George II, is at once sordid and tragic, possessing all the elements of a ghastly farce.

To Christopher Marlowe belongs the honour of first realising the immense dramatic possibilities of the Faust legend, but sadly enough, Marlowe's plays have come down to us with a confused and imperfect text. Basil Ashmore has already given us a revised and more acceptable text of Tamberlaine, many years of research enabling him to remove much unwanted embroidery, often the work of other hands, "the tawdry habiliments of hack writers." Now he gives us THE TRAGIC HISTORY OF DR. FAUSTUS, shorn of non-Marlovian dross, and even if the pruning has been drastic, making the play almost too short for performance in the theatre, what remains has, beyond doubt, a new splendour. It is published by the Blandford Press at 7s. 6d. and as an epilogue, Mr. Ashmore has included the original prose text from which the second greatest of the Elizabethan dramatists drew his inspiration.

Undoubtedly the most celebrated instance of a manuscript being lost was John Stuart Mill's misadventure with Carlyle's *The French Revolution*. How Carlyle, without a moment spent upon idle raging, took off his coat and rewrote his masterpiece is a tale that now belongs to literary history. Henry Williamson suffered a similar mishap in 1923, although not upon the same prodigious scale, when his MSS. of THE STAR-BORN, a pendant to *The Flax of Dream*, was lost a few months after completion. An attempt in the following year to rewrite this strange, enchanting and beautiful tale did not prove altogether satisfactory, even aided by the memory of one who heard it read throughout the part of a night, but recently some old notebooks, containing alternative passages, have been found, and Mr. Williamson presents his deeply imaginative work in an edition with drawings by M. E. Eldridge. The publishers are Faber and Faber, and the price is 12s. 6d.

Two writers of earlier days who appealed immensely to boys and girls were Rider Haggard and Juliana Horatia Ewing. The former, indeed, has never for a moment lost his hold upon the public, and the new editions of SHE and MONTEZUMA'S DAUGHTER (both published by Macdonald at 8s. 6d.) will no doubt meet a big demand. Mrs. Ewing was a novelist who wrote straight from the heart, never wasting a word, and for all her sentiment she always avoided any tendency towards sloppy sentimentality. A FLAT IRON FOR A FARTHING (Watergate Classics. 6s.) is probably one of Mrs. Ewing's best books; it is one of those rare books appreciated both by boys and girls. The portrait of the nurse, Mrs. Bundle, is unforgettably touching, and, with Mrs. Ewing's writing, laughter and tears never seem to be very far away.

For years Miss Frances Pitt has enthralled a wide public with her books on nature, and especially with her stories of the otters, squirrels and other creatures she has kept as pets. Now, suddenly kicking over the traces, she has written HOUNDS, HORSES AND HUNTING (*Country Life, Ltd.* £2 2s.), a most elaborate and well-presented treatise, and, believe it or not, Miss Pitt's army of readers of her nature stories will discover that for many years she has been Master of the Wheatland Hounds in Shropshire. The hunting country of Shropshire, indeed, forms the background for this rather surprising but quite excellent book. BETTER HORSEMANSHIP (*Country Life, Ltd.* 15s.) is a new and worthwhile manual for the rider. The author, Lieut.-Colonel J. E. Hance, is a former Chief Instructor at Weedon. Another man who has spent most of his life with horses and knows all there is to know about them is Mr. C. G. Fitch, and his reminiscences, QUEER HORSES AND QUEER PEOPLE (Hurst and Blackett. 16s.), is a book which will have a very special appeal to New Zealanders. Some of his anecdotes of racing over the sticks in the Dominion are highly entertaining.

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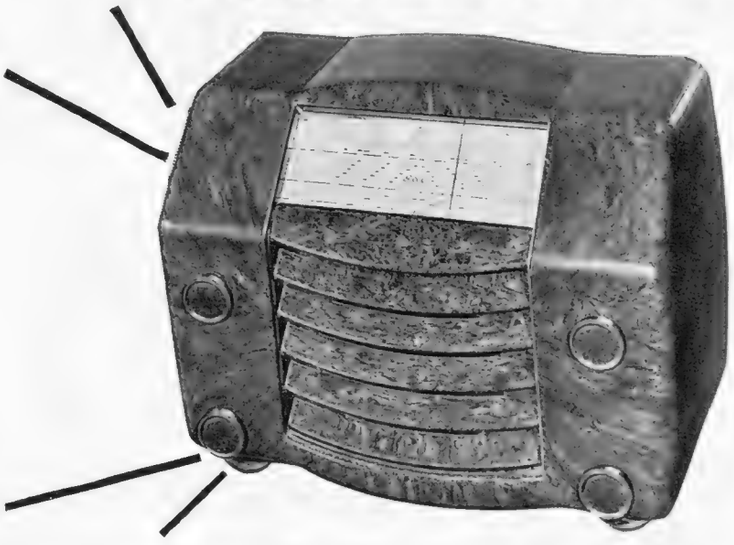

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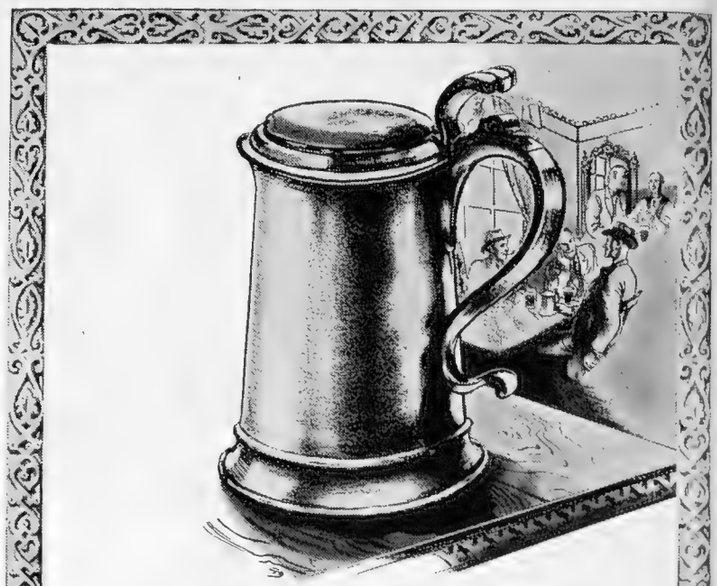

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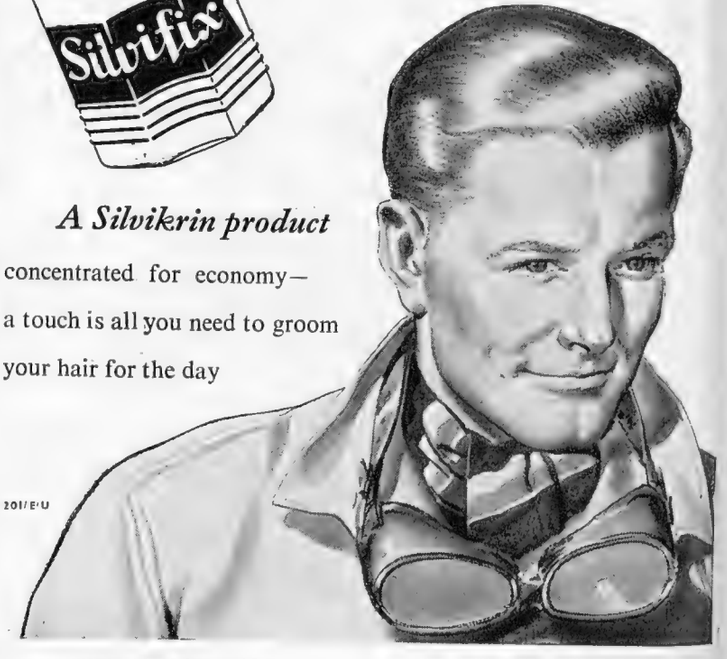

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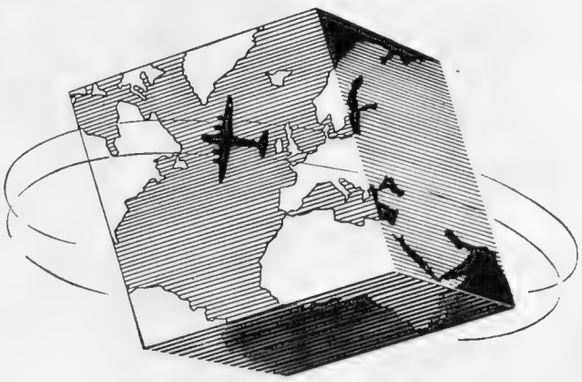

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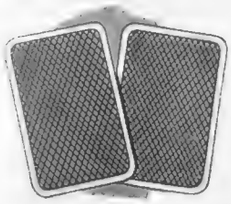

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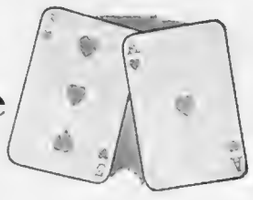

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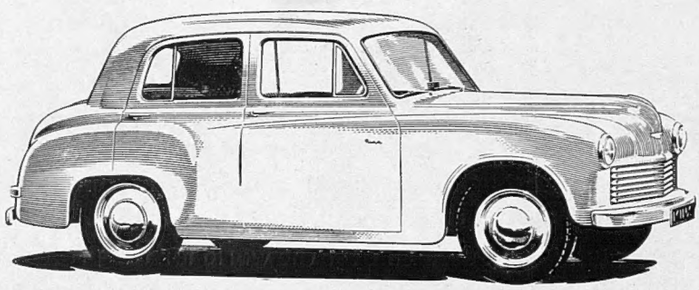

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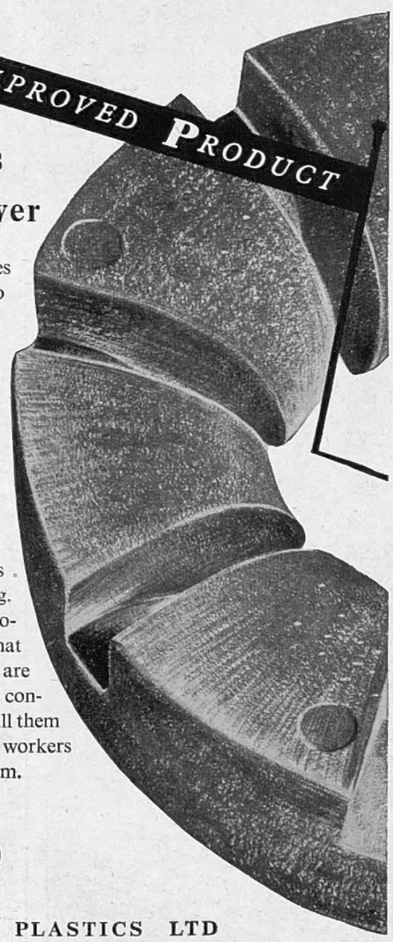

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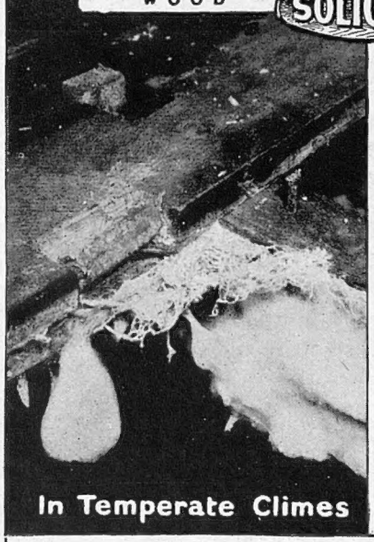

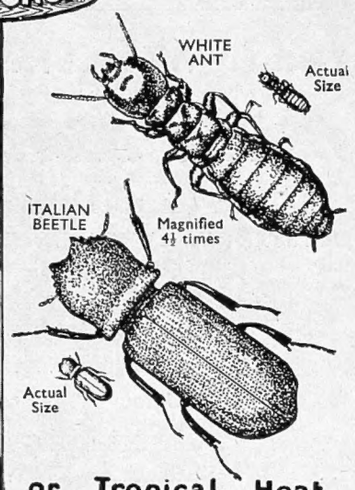

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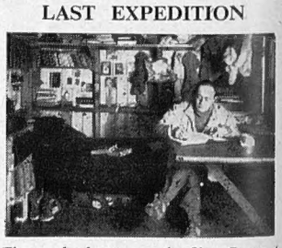

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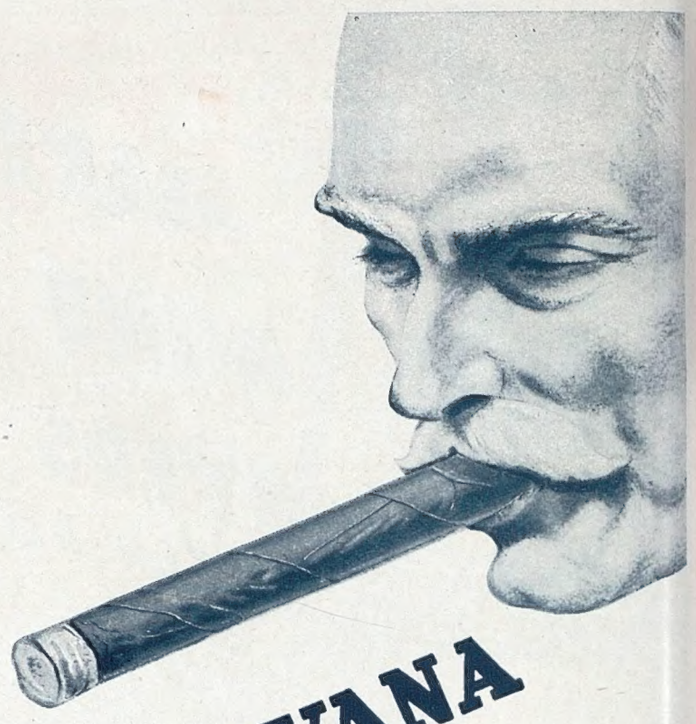

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